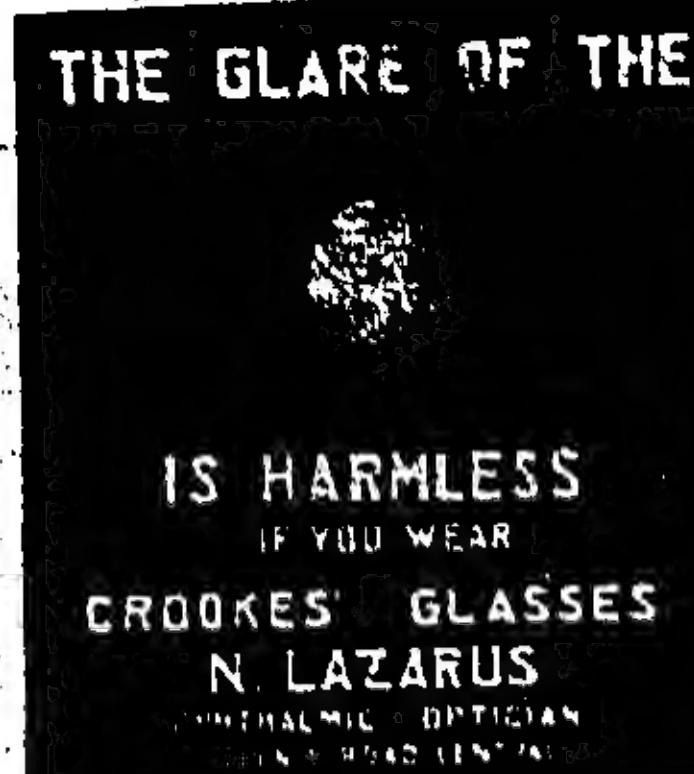




Hongkong Daily Press.

ESTABLISHED 1857.

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No. 19,043

號三十四零千九萬一第

日十月五年未己

HONGKONG, MONDAY, JUNE 9th, 1919.

一拜禮

號九月六年八國民華中

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which gives universal satisfaction.
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A LING & CO.

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in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1919.

K. K. TRAMWAY COMPANY

LIMITED

TIME TABLE

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	to 9.00	"
9.30	to 10.00	"
10.30	to 11.00	"
11.30	to 12.45 p.m.	"
12.45 p.m.	to 1.15	"
1.15	to 1.45	"
1.45	to 2.15	"
2.15	to 2.45	"
2.45	to 3.00	"
3.00	to 8.00	"

NIGHT CARS.

10.50 p.m., 8.00 p.m., 5.20 p.m.

8.20 p.m. to 11.30 p.m. Every 30 minutes

11.45 p.m.

SATURDAY.

Extra Car—12.00 Midnight

SUNDAYS.

7.30 a.m.

8.00 to 10.30 a.m. Every 15 minutes

10.30 to 11.00 " "

11.30 to 12.00 noon " "

12.00 noon to 1.30 p.m. " "

1.30 p.m. to 2.00 " "

2.00 to 2.30 " "

2.30 to 3.00 " "

3.30 to 8.00 " "

NIGHT CARS.

As on Week Days.

SPECIAL CARS by arrangement at the

Company's Office, Alexandra Buildings, Des

Venue Road Central.

Season and punch tickets available for all

cars not already full running at the time

issued in the Company's time-table, but not

for special cars, can be obtained on applica-

tion at the Company's Office. No Season

tickets will be issued until payment therefor

has been made in Bank Notes or by Cheque

or Comptroller Order representing Bank

Notes.

JOHN D. HUMPHREYS & SONS,

General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, until further Notice.

DOWN TRAINS.

Station	No. 4 Express	No. 7 Local	No. 11 Express	No. 12 Local	No. 13 Express	No. 14 Local	No. 15 Express	No. 16 Local
CANTON (Tsi Sha Tsui)	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30
HEI LUO	arr. 7.45	arr. 7.45	arr. 7.45	arr. 7.45	arr. 7.45	arr. 7.45	arr. 7.45	arr. 7.45
Shum Chai	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50
Shing Shui	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00
Yau Ma Tei	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10
Yau Ma Tei	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20	dep. 8.20
Yau Ma Tei	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30
Yau Ma Tei	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40
Yau Ma Tei	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50
Yau Ma Tei	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00
Yau Ma Tei	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10
Yau Ma Tei	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20
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Yau Ma Tei	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50
Yau Ma Tei	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00
Yau Ma Tei	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10
Yau Ma Tei	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20
Yau Ma Tei	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30
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Yau Ma Tei	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50
Yau Ma Tei	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00

UP TRAINS.

Station	No. 4 Express	No. 7 Local	No. 11 Express	No. 12 Local	No. 13 Express	No. 14 Local	No. 15 Express	No. 16 Local
Yau Ma Tei	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30	dep. 7.30
Yau Ma Tei	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40	dep. 7.40
Yau Ma Tei	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50	dep. 7.50
Yau Ma Tei	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00	dep. 8.00
Yau Ma Tei	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10	dep. 8.10
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Yau Ma Tei	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50
Yau Ma Tei	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00
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Yau Ma Tei	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50
Yau Ma Tei	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00
Yau Ma Tei	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10
Yau Ma Tei	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20
Yau Ma Tei	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30
Yau Ma Tei	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40
Yau Ma Tei	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50
Yau Ma Tei	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00

* Will stop at Tai Po and Sheung Shui for First-Class Passengers on Notice

being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the services mentioned in this

table will connect with the trains as shown.

SHA TAU KOK BRANCH.

Sha Tau Kok dep. 8.30 12.00 2.30

Sha Tau Kok arr. 9.35 12.55 2.35

Sha Tau Kok dep. 10.30 1.00 5.00

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H. P. WINSLOW, Manager.

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Total Assets exceed £16,000,000.

FIRE, LIFE, MARINE, MOTOR CAR, PLATE GLASS, FIDELITY,

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Tel. No. 300.

RIGBY H. P. KEWLEY,

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At A.B.C. WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

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TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Dock No. 1. Dock No. 2. Dock No. 3.

Length on Keel Blocks ... 110 feet ... 110 feet ... 110 feet

Width of Entrance on bottom ... 55 feet ... 55 feet ... 55 feet

Water on Blocks at Spring Tide ... 55 feet ... 55 feet ... 55 feet

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

Two Floating Cranes of 60 and 40 tons each, besides 150 tons China Crane.

KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK," KOBE.

FLOATING DOCKS.

No. 1. No. 2. No. 3.

Lifting Power ... 1,700 tons ... 1,700 tons ... 1,700 tons

Max. Length of Ship taken ... 400 feet ... 400 feet ... 400 feet

Max. Breadth of Ship taken ... 55 feet ... 55 feet ... 55 feet

Max. Draft of Ship taken ... 33 feet ... 33 feet ... 33 feet

Floating Cranes of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Near Shimonoseki).

TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks ... 365 feet 0 inch.

Breadth at Entrance on bottom ... 55 feet 0 inch.

Depth of Water on Blocks at Spring Tide ... 55 feet 0 inch.

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI KOBE AND HIKOSHIMA DOCKYARDS

are closely connected with each other, enabling them to co-operate in the prompt

execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and Estimate sent on application.

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FOUNDRY AND SMELTING COKE

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BUILDINGS, HONGKONG, OR

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TIENTSIN, NORTH CHINA.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. (Sundays excepted) and 6 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

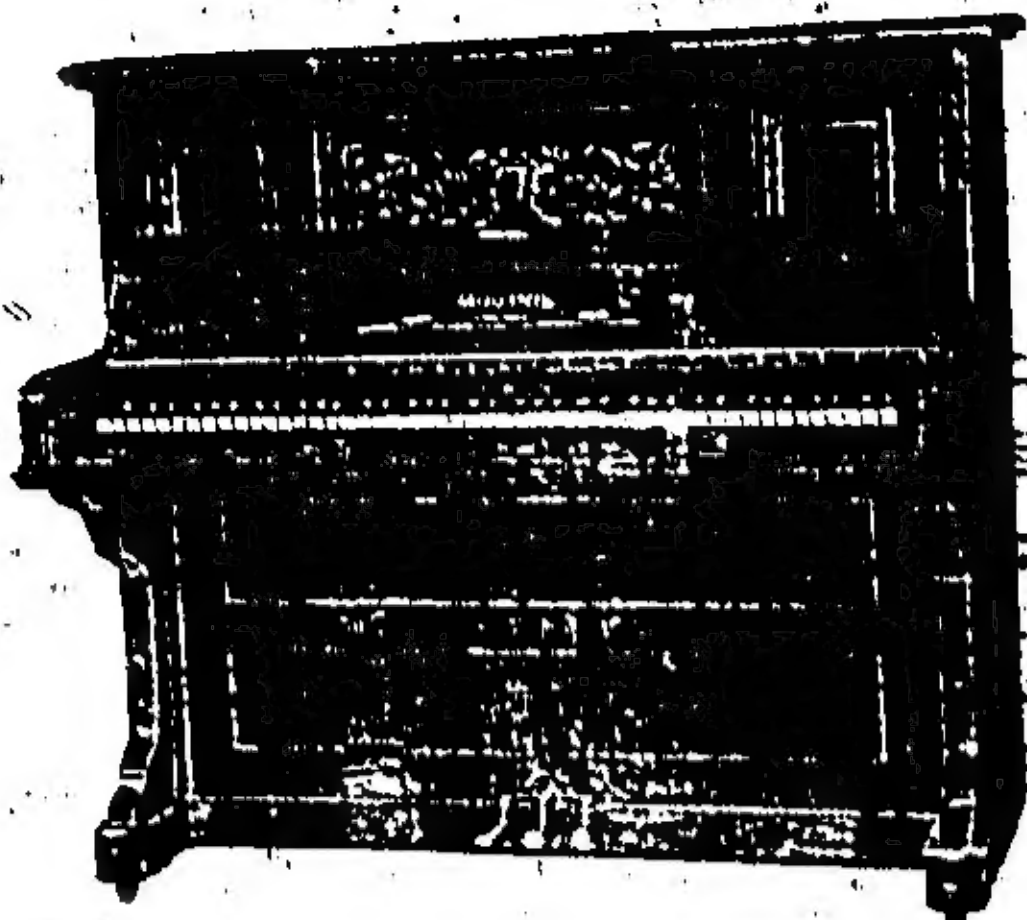
Sailings: To Macao daily at 8 a.m. (Sundays 9 a.m.)

To Macao daily at 3 p.m. (Sundays at 3 p.m.)

MOUTRIE PIANOS

Scientifically constructed of the best materials and sound to none for lasting qualities, and are backed by a

GUARANTEE
for
FIVE YEARS.



PRICES from \$425.

Easy Payments can be arranged.

S. Moutrie & Co., Ltd.

[22-1]

Ready-to-wear
WHITE GABERNETTE TROUSERS
(Unshrinkable)
London made, perfect in cut and workmanship, well fitting.
\$11.50 per pair.
EVERY REQUISITE FOR TENNIS WEAR
MACKINTOSH
A CO., LTD.
Men's Wear Specialists.
16, DES VŒUX ROAD. Telephone 29.

The "EL PALACIO" CIGARS

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Theodore Valiadis'

A. G. Consis & Co's

CIGARETTES.

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THE HONGKONG CIGAR STORE
CO., LTD.

Hotel Mansions.

Tel. 151.

[637]

THE CORONET

will be CLOSED

until TUESDAY, when

"SOLD FOR MARRIAGE"

will be screened.

Booking at ROBINSON'S.

[123]

HONGKONG GYMKHANA CLUB.

SATURDAY'S MEETING.

THE SUCCESS OF THE "JOHN PEE" TABLE.

PATRON.—H.E., the Officer Administering the Government (the Hon. Mr. Chubb, C.M.G.); H.E. Vice-Admiral Sir F. C. T. Tudor, K.C.M.G.; C.B.; H.E. Major-General F. Ventris; and Commodore V. G. Turner, R.N.
COMMITTEE.—The Stewards of the Hongkong Jockey Club (ex-officio), the Hon. Mr. John Johnstone, Mr. D. M. Ross, Mr. J. Gibb, Mr. G. C. Maxon, Major L. Cassel, Mr. C. H. Blason, Mr. J. H. Congdon, Hon. Treasurer, Mr. W. J. Morrison, Hon. Secretary, Mr. H. B. L. Dowbiggin, Judge, Commodore V. G. Turner, R.N.; Handicapper, Mr. D. M. Ross; In charge of the scale, Mr. J. Gibb; 1st Starter, Mr. P. M. Hodgson; 2nd Starter, Mr. J. H. Congdon; Time-keeper, Mr. M. S. Sassoon.

A feature of the meeting of the Hongkong Gymkhana Club at Happy Valley, on Saturday, was the success of the "John Peel" stable, which obtained four wins and a place. Three of the wins were gained by new ponies—Lord Lorne, "Red Ensign" and "Paper Money"—and those who were not aware of the satisfactory showing of these ponies on the training-track were undoubtedly surprised at the convincing manner in which each won its race. The other "John Peel" win was secured by "Alexander," who was wisely put in for a five-furlong race. The pony has clearly indicated in the past that it is a poor finisher in a mile race, and the fact that it won on Saturday, on a sudden and heavy course, in better time than recorded by "Morning Star," which won the same race at the previous Gymkhana on a dry and fast course, justifies the statement we made some time back that Alexander's forte was in a short race.

The attendance on Saturday was somewhat owing to the threatening weather, and the occasional drizzle in the latter part of the afternoon did not improve matters. The going was very heavy, the course having several inches of water in places, and the riders were beset with mud when taking the bends. The racing, however, was unusually keen, as may be seen from a comparison of some of the times registered with those at the two previous Gymkhana, when fine weather prevailed.

The genuine surprise of the day was the win by "Judea" (Soares), in the half-mile handicap. Mr. Soares has been improving in his riding lately, in that race, he showed good judgment in getting a place on the rails in the straight, and keeping there, and the occasional drizzle in the latter part of the afternoon did not improve matters. The going was very heavy, the course having several inches of water in places, and the riders were beset with mud when taking the bends. The racing, however, was unusually keen, as may be seen from a comparison of some of the times registered with those at the two previous Gymkhana, when fine weather prevailed.

The results were as follows:—

THE RESULTS.

FIVE FURLONGS RACE.—Handicap.
Mr. John Peel's Alexander, 162 lbs. (Mr. Gegg) 1
Mr. Thomas' Bend Or, 149 lbs. (Mr. Sedgwick) 2
Mr. St. George's Gentle Cat, 157 lbs. (Mr. Sutton) 3
Mr. Grimstone's Wedding Bells, 149 lbs. (Mr. Doyle) 4
Mr. Buxey's Hector, 143 lbs. (Mr. Mody) 5
Mr. Congdon's Dun Duke, 146 lbs. (Mr. Thompson) 6
Mr. Soares' Lovejoy, 145 lbs. (Mr. Soares) 0

The ponies got away to a straggly start, with Alexander and Bend Or no advantageously placed that it was plain they would not be caught. Gentle Cat and Wedding Bells ran together in second place for most of the race, while Dun Duke made a vain but strenuous attempt to make up the six lengths or so it had lost. Bend Or led in the bend and showed the way into the straight, but Alexander gradually forged ahead in the straight. The finish was exciting, first one pony and then the other seeming to lead. Gegg on Alexander made a rush just at the post and caught the judge's eye by a short head. Gentle Cat was a poor third, three lengths behind Bend Or.

Time: 1min. 10.4-seconds.
Pari-mutuel. Cash Sweep.
Winner: \$13.40 Ticket No.
1. 6.10 250, \$523.25
2. 6.40 171, 149.50
3. 6.40 42, 74.75

GYMKHANA STAKES.
Mr. John Peel's Red Ensign, 155 lbs. (Mr. Gegg) 1
Mr. Doyle's Rochester, 148 lbs. (Mr. Doyle) 2
Mr. Ross' Pink Eye, 151 lbs. (Mr. Sedgwick) 3
Mr. Horsford's Malcolm, 161 lbs. (Mr. Sutton) 0

The ponies got well away. When they passed the post for the first time Red Ensign was leading, with Pink Eye a length behind and the other two running together in third place. This order was maintained till the incline, when Malcolm made an effort to improve its position. Red Ensign led in the bend, in which the field closed up. About this time Pink Eye dropped back, and Doyle cleverly piloted his mount, hugging the rails, into second place. When Red Ensign got into the straight, Rochester was only half a length behind, and for a while it seemed as if the Doyle pony would win. Red Ensign was going too well to be caught, and, increasing its lead, won easily by two lengths. Pink Eye finished a length behind Rochester.

Time: 2mins. 10.1-seconds.
Pari-mutuel. Cash Sweep.
Winner: \$19.60 Ticket No.
1. 9.70 54, 733.25
2. 9.10 197, 209.50
3. 9.10 192, 104.75

HANDICAP. Class "A."—Once Round.
Mr. John Peel's Lord Lorne, 160 lbs. (Mr. Sedgwick) 1
Mr. Humphrey's Grey Mouse, 162 lbs. (Mr. Doyle) 2
Messrs. G. & G's Viola, 154 lbs. (Mr. Gegg) 3
Mr. Gilpin's Dusky, 151 lbs. (Mr. Sutton) 0

Dusky gave some trouble to the starter but finally got into good position. Viola was leading at the start, but was soon overtaken by Dusky who led from the three-quarter mile post till the rock, when it was again displaced by Viola down the incline. Lord Lorne, which had been running strongly in good position, now began to forge ahead. Dusky spent its effort by the time the bend was reached, and Lord Lorne ran abreast of Viola for a while before it took the lead. Grey Mouse came out in the bend and when setting into the straight was a good third. In the straight Viola dropped back gradually and the race was between Lord Lorne and Grey Mouse. The latter stopped twice just before the winning post and Lord Lorne won a regular race by six lengths. Viola was third, two lengths behind Grey Mouse.

Time: 1min. 58.3-seconds.
Pari-mutuel. Cash Sweep.
Winner: \$8.70 Ticket No.
1. 4.50 200, \$796.25
2. 11.20 6, 237.50
3. 11.20 114, 112.75

HANDICAP. Class "B."—Once round.
Mr. Thomas' Bend Or, 147 lbs. (Mr. Kramer) 1
Mr. John Peel's Burning Daylight, 158 lbs. (Mr. Gegg) 2
Mr. Adams' Rheostat, 145 lbs. (Mr. Adams) 3
Mr. Dowbiggin's Morning Star, 153 lbs. (Mr. Sutton) 0
Mr. Medico's Cornhill, 153 lbs. (Mr. Sedgwick) 0
Mr. Soares' Judea, 147 lbs. (Mr. Soares) 0

A good start. Bend Or, who had the rails, was cleverly kept in that position in the conclusion soon after the start. Bend Or led from Flyford for about 300 yards, and then the latter was displaced by Burning Daylight, who made a very good showing indeed. Flyford ran in third place for a time till Rheostat took over that position near the half mile post. The rest of the race was in that order. Bend Or was severely pressed in the bend, but finished very strongly indeed, two lengths in front of Burning Daylight. Rheostat was four lengths behind the John Peel pony.

Time: 2mins. 2secs.
Pari-mutuel. Cash Sweep.
Winner: \$23.10 Ticket No.
1. 9.50 4, \$914.50
2. 7.50 90, 252.50
3. 40.30 60, 116.40

LADIES' NOMINATION.—Victoria Cross Competition.

1st—Mr. Moxon, nominated by Miss Moxon.
2nd—Mr. Soares, nominated by Mrs. A. M. L. Soares.
3rd—Mr. Leitch, nominated by Miss D. Rodger.
Also completed.—Mr. Congdon, nominated by Mrs. Cassidy and Mr. H. W. Lucas, nominated by Mrs. Williamson.
Pari-mutuel. Cash Sweep.
Winner: \$39.60 Ticket No.
1. 10.40 153, \$735.40
2. 12.20 22, 224.40
3. 11.20 182, 112.20

HALF MILE RACE.
Mr. Soares' Judea, 144 lbs. (Mr. Soares) 1
Mr. Grimstone's Wedding Bells, 153 lbs. (Mr. Sedgwick) 2
Messrs. G. & G's Second Fiddle, 144 lbs. (Mr. Doyle) 3
Mr. St. George's Gentle Cat, 155 lbs. (Mr. Gegg) 0
Mr. Basto's Victory Star, 152 lbs. (Mr. Sutton) 0
Mr. Buxey's Hector, 144 lbs. (Mr. Mody) 0
Mr. Jay Pee's Aidlog II, 155 lbs. (Mr. Lucas) 0

A very good race indeed. Wedding Bells, Second Fiddle and Victory Star got advantageously placed, and it seemed as if the race was all between them. Wedding Bells led the way into the straight, went Second Fiddle just behind. In the straight, however, a surprise took place. Wedding Bells seemed to be winning easily, Sedgwick keeping himself busy in staying in front of Doyle's mount. Soares, riding Judea, came in with a rush on the rails, quite unseen by Sedgwick. The Soares pony won a splendid race by a length from Wedding Bells.

Time: 1min. 43-seconds.
Pari-mutuel. Cash Sweep.
Winner: \$211.50 Ticket No.
1. 30.90 229, \$822.50
2. 8.50 190, 235.00
3. 9.60 220, 117.50

(Corrected at foot of next column.)

TRADE REPORT.

EXPORTS.

LARD.—The demand reported last week has not yet been satisfied and to-day's prices for "new tins" are \$41.50 and for "old tins" at \$40.50. The market is likely to go higher.

REEF.—We quote as follows:—
Siam Garden \$14 (no stock).
Siam Straight \$12.75
Siam Usual \$11.00
Saigon Long \$11.00
Saigon Round \$10.85
Peking White (new crop) \$12.75.

There is a very fair demand from the American and Cuban markets, but only a few small orders have been put through during the week, as the limits offered by buyers have, on the whole, been below sellers' ideas of ruling values. According to the latest prices to hand from San Francisco, stocks of California "tancy" and "choice" grades are exhausted, and the mills over there have only the lower qualities to offer.

WOOD OIL.—The closing rate is \$27 per picul for goods packed in tins and cases. There is a fair enquiry.

TEA OIL.—Business has been done at \$23.50 per picul.

PEANUT OIL.—No. 1 at \$29. No. 2 at \$28.50. Some enquiries have been received, but no business of any importance is recorded.

SOYA BEAN OIL is quoted at \$22. There are small stocks.

COCONUT OIL.—There is a good demand at \$24, but the market is bare of supplies.

ANISEED OIL.—The closing price for 15 per cent is \$163. A large business has been done and the market is likely to go higher.

CASIA OIL.—There is a small stock, for which the offers are:—75-80 per cent, c.a. \$215 and 80-85 per cent, c.a. \$225.

PEANUTS.—There are hardly any supplies available.

TIN.—Quotations: 99 per cent at \$34, 98 per cent at \$33, 96 per cent at \$75. There is no business.

SARGOL CASIA.—A fair business has been done at prices ranging from \$46 to \$55, the market closing firm with a decided upward tendency.

HOMEWARD FREIGHTS.—Exporters are finding considerable difficulty in securing freight room for shipments to the United Kingdom and Continental ports. All steamers up to the end of July are reported to be already booked. It is deplorable to be hoped that more tonnage will soon be available, as business with Europe is just beginning to revive, and it would be a great hardship to local firms if they should be prevented from doing anything with home markets owing to lack of shipping facilities.

DISTURBANCE AT THE ASTOR GRILL, SHANGHAI.

ALLEGED ATTEMPTED MURDER.

F. W. Galding, a stenographer, was charged at H.M. Police Court, Shanghai, on May 31st, with attempting to murder E. Blass, of the Astor Grill. There was also a second charge of carrying a pistol contrary to By-law No. 37.

It is stated that on the previous evening Galding and some friends went to the Astor Grill for dinner, and while this was being served an altercation arose between them which led Mr. Blass to ask Galding to leave the building. Upon the latter refusing, he was forcibly ejected. Galding is alleged to have returned some time later, and when threatened with ejection again, to have produced a revolver, which was subsequently discharged, a bullet passing through Mr. Blass's coat and shirt, above the abdomen, inflicting no wound.

Mr. G. H. Wright appeared for the prosecution and Mr. N. C. Home defended.

Accused was remanded on bail of two British securities in the sum of \$2,500 until Wednesday next.

ST. JOHN AMBULANCE BRIGADE.

HONGKONG AND CHINA DISTRICT.
(1). APPOINTMENT.—Mr. Ho Leung, Divisional Superintendent, Victoria Division, is appointed to act as Corps Superintendent until further notice.
(2). HOLYOAK ATTENDANCE CUP.—The Holyoak Attendance Cup has been awarded for 1918 to the No. 4 V.A.D. (Queen's College Division). (Signed) E. RALPHS, (Asst. Asst. Commissioner).
Hongkong, June 7th, 1919.

HANDICAP. One and a quarter miles.

Mr. John Peel's Paper Money, 160 lbs. (Mr. Gegg) 1
Mr. Gilpin's Dusky, 151 lbs. (Mr. Doyle) 2
Mr. Soares' Lovejoy, 144 lbs. (Mr. Soares) 3
Mr. Dynast's Vivat, 150 lbs. (Mr. Sutton) 0
Mr. Jay Pee's Eaton Boy, 146 lbs. (Mr. Sedgwick) 0
Mr. Adam's Rheostat, 142 lbs. (Mr. Adams) 0

Dusky and Paper Money got the best of a fair start and when the Judge's box was passed for the first time the order was Paper Money, Dusky, Rheostat, Eaton Boy, Lovejoy and Vivat. The leaders improved their position as the race progressed, and at the rock were leading the field by six lengths. In the bend Eaton Boy and Lovejoy came up a bit. Paper Money showed the way into the straight, and finishing magnificently, won an excellent race by four lengths. Lovejoy was brought out by Soares very nicely down the straight, and finished third, only a length behind Dusky.

Time: 2mins. 53secs.
Pari-mutuel. Cash Sweep.
Winner: \$30.60 Ticket No.
1. 6.50 238, \$990.15
2. 11.00 70, 282.80
3. 13.50 17, 741.45

GUILTY LEGALLY—NOT MORALLY.

CHINESE STUDENTS' LAPSE.

The hearing of the case against two Chinese school-boys, of St. Stephen's College, of stealing a flower-plant, from the Botanical Gardens and offering a bribe to a gardener, was concluded at the Magistracy, on Saturday.

Mr. C. Bulmer Johnson appeared for the defence.

The first defendant, in the witness-box, stated that he was in the Public Gardens, with the second defendant, on May 23rd. He saw a pretty pot of flowers in the fern-house. He did not break the flowers or damage them, but merely took up the pot and was admiring the flowers when the gardener, seized him by the back of his collar, and accused him of having stolen one of them, adding that he would be severely punished for it. Witness, out of fear, then offered the man a ten-dollar note to let him go.

The second defendant denied that he ran away and was arrested after a chase. He corroborated the evidence of the first defendant.

The Rev. Mr. W. H. Hewitt, of St. Stephen's College, "deposed" to the good character of both boys. The second defendant, he said, was one of the most "reliable" students he had in the College. Witness often relied on him to maintain discipline amongst the other boys. As for the action of the first defendant in offering a bribe to the gardener, he thought that in his (the first defendant's) excitement it was possible that he would have thought it a right and correct thing to do.

Mr. Johnson here handed a letter to the Magistrate, explaining that it referred to the character of the defendants.

Mr. Lindell: Any bearing on the case?—Mr. Johnson: It refers to the defendants' character and Mr. Chapman (Acting Superintendent of the Botanical and Forestry Department) has no objection to your Worship reading it.

Mr. Johnson then pointed out that, as regards the first defendant, the whole of the evidence amounted to his holding a flower. He did not pluck it, or, in any way, damage it. Both his clients had given straightforward evidence, and both denied having interfered with the flowers.

Mr. Lindell: I am not satisfied with the evidence brought forward in support of the charge of larceny against the first defendant.

Mr. Johnson: The bulk of the gardener's evidence is against the first defendant, and the evidence against the second defendant is much less.

Mr. Lindell: I am satisfied that the second defendant did pluck the flowers. It is not quite larceny. Legally, it is; but not morally. (To Serjt. Earner): You are not asking for heavy punishment?

Serjt. Earner replied that a nominal fine would do.

The Magistrate fined the first defendant \$10 for offering a bribe. A similar fine was imposed on the second defendant for larceny. The Magistrate ordered the ten dollars, offered to the gardener as a bribe, to go to the poor-box.

PASSAGES FOR WIDOWS AND ORPHANS.

IMPERIAL GOVERNMENT'S SCHEME.

It is notified in the Government Gazette that the Imperial Government is prepared, in cases of proved hardship, to grant free passages to England for the widows and orphans of reservists who were recalled from abroad on mobilisation, and who have died while serving during the war.

A free passage will be granted only if the wife had emigrated within three years of her husband's death, though the Treasury will be prepared to allow, exceptionally, free passages in the case of tropical Colonies in cases of emigration over three years before the husband's death. Free passages for children, will be granted only in cases where their mother is returning to England, or where they are orphans.

Application should be made in writing to the Colonial Secretary.

BANK RETURNS FOR MAY.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended May 31st, 1919, as certified by the managers of the respective banks are as follows:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	8,763,200	5,000,000*
Hongkong and Shanghai Bank Corporation	20,671,645	17,000,000
Mercantile Bank of India, Ltd.	1,158,511	650,000†
Total	\$28,593,356	\$22,550,000

*—Sterling Securities deposited with the Crown Agents valued at £340,000.
†—Securities with the Crown Agents £25,000.

MURDER ON THE HIGH SEAS. PRISONER CONDEMNED TO DEATH. WHY WAS THE CASE NOT TRIED AT SINGAPORE?

A special sitting of the Supreme Court was held on Saturday, by His Honour, the Chief Justice (Sir William Reeves Davies, K.C.) to try Li Heung Lang, indicted for the murder of a compatriot on a British ship on the high seas on May 7th, 1919.

Both prisoner and deceased were members of the Chinese Labour Corps, and were returning to Tsingtau on the *Talithia*. The reason for holding a special session was that the ship on which the witnesses were travelling wished to proceed to its destination.

The Attorney-General (the Hon. Mr. H. E. Pollock, K.C.) prosecuted, and the Hon. Mr. C. G. Alabaster, O.B.E., (instructed by Mr. E. L. Agassiz) defended.

The jury empanelled to try the case was composed of Messrs. F. Y. Ribeiro, W. B. Musket, F. N. Garcia, W. B. Lightburn, V. P. Ribeiro, B. M. Webb, and J. P. Xavier.

The Attorney-General stated that the prisoner was charged with the crime of murder on the high seas, somewhere near the southern end of the Red Sea in the early morning of May 7th. The prisoner and several hundred other coolies, who had been working on the Western front, in the Chinese Labour Corps, were on the voyage from France to Tsingtau.

The evidence would show that before the murder there had been some kind of quarrel between the prisoner and the deceased over some money and a gold ring. A coolie, who was near the place where prisoner stabbed deceased, was awakened by groans. He immediately jumped out of his bunk, and followed the prisoner, who had a knife in his hand, to the cabin of Lieut. Washbrook.

The man who was following blew a police whistle, he being engaged in some sort of police duty on board the vessel. Another Chinese witness also followed the prisoner to the cabin. Prisoner went into the cabin and disturbed Lieut. Washbrook, who was sleeping. The officer instantly seized prisoner by the left wrist and held a certain conversation with him, but as that was not going on (the Attorney-General) Washbrook saw deal with it. Lieut. Washbrook saw bloodstains on the prisoner's forehead, and on his forehead.

Heard a noise in the cabin, Capt. Brown came in and took the knife from prisoner. He too, noticed the marks of blood, and at the time knew nothing about the murder. The medical officer, Lieut. Carroll, would state that when he was called to the cabin by Capt. Brown he saw the bloodstains and found none. The prosecution alleged that when the prisoner stabbed deceased the blood dripped on to his sleeve, etc. Five wounds altogether had been inflicted—three of them skin deep and two serious.

There was a wound on the shoulder one and a half inches and three inches wide. Another serious wound was made in the abdomen. The cause of death was shock and loss of blood, which was due to the cuts being severed. With regard to the statements made by the prisoner, the Attorney-General stated that when he was committed for trial, and was made well to hear in mind that he was made a long time after the occurrence. At the charge, prisoner said: "I did not kill him. While I was eating a piece of bread I heard police whistles being blown. I went up to see what was the matter. Afterwards people chased me and I then ran. Really, I do not know why he arrested me. At the Police Court he said: 'On the voyage I was assaulted by other men to accuse me. They talked to me quite recently after his death. They forced me to surrender myself to Captain Brown. After I had given my self up they talked peaceably, with me. Continuing, the Attorney-General said that prisoner seemed to him to murder there was some cause for him to murder deceased. He rather suggested that deceased's friends had tried to gloss over the murder and not prosecute him. The Crown submitted that, the prisoner having been followed by Chinese witnesses practically from the scene of the murder, there was sufficient evidence to constitute a case of murder against him.

It was most important in the public interest, the Governmental interest, and the shipping interest that the case should be proceeded with that day. It might be that the jury would be asked to complete the evidence that evening to complete the evidence. He was quite sure they would realise the fact that shipping was a very important interest here, and although it might be inconvenient to some of the jury as well as to others who were obliged to be there, yet they would cheerfully make the sacrifice and do their duty because it was for the public good.

His Lordship: The ship went to Singapore. Did she stop at Colombo? The Attorney-General: I do not know whether she stopped at Colombo, but I know she stopped at Singapore for a few days.

His Lordship: I don't see any reason whatever why this Court should perform duties which the Singapore Supreme Court is primarily responsible for. We are quite prepared to carry out our own duties, but we do not see why we should have to discharge the duties of other Colonies.

The Attorney-General stated that he was going to ask one of the witnesses about the matter. Mr. H. Tirrell, extra second officer of *Talithia*, stated that the ship was ready to proceed to sea. The first port at which

the ship stopped was Penang, not Colombo. She stopped at Port Swettenham for two days, and at Singapore for five or six days. They had expected to get away earlier, but were unable to do so owing to difficulty in the unloading of a cargo of iron. He did not know whether any information had been given at Singapore about the murder. About 1,300 coolies had embarked in the ship at Havre.

The witnesses, who were called by the prosecution, corroborated the statement made by the Attorney-General. Captain Brown stated that he was wired from outside Penang to the G.O.C. at that port saying that he had a man charged with murder on board and that evidence under military law had been taken. The Penang authorities wired back asking him to inform the authorities at Port Swettenham. When he went to Singapore the Police met the ship, and he handed the prisoner over to them. They stated, however, that the Criminal Sessions were over there, and that it would be some time before another would be held. The G.O.C. said he would wire to Major Peinger, the Embarkation Officer, to wire to Hongkong to hold a special session there.

A smile overspread the features of his Lordship at this statement. Continuing, witness said he did not know whether the wire had been sent. His Lordship: As a matter of fact it does not concern the G.O.C.; it is a matter for the Supreme Court. Captain Brown reported the matter and handed the man into the custody of the Police there and it was for them to take the proper steps.

Cross-examined by Mr. Alabaster, Capt. Brown said he could produce other witnesses, if required. Prisoner stated that he was forced to make a confession of murder on the ship by the other coolies, who threatened to kill him. The presence of the bloodstains on his knife, right shirt sleeve, and forehead was due to his having received a blow on the nose while going to the captain's cabin.

Mr. Alabaster stated that they were there on Saturday afternoon because British justice required that no man should be tried on a criminal charge, particularly a charge of murder, unless the case was fully investigated with the assistance of a jury, who were the sole judges of the facts. Jurors, however, were assisted to this extent. They were told that they should not convict unless the Crown proved the case to the exclusion of all doubt. They should not be bothered of any doubt. They should not be bothered with probabilities or theories. They should ask themselves if this man had not committed the murder who did it? All committed the murder was whether the Crown had proved, without any shadow of doubt, that prisoner had committed the murder. They were told that deceased was killed in the Arabian Sea, a place well known for its stilling heat, where people had frequently died. The accused was in a lower hatch with between 300 and 350 other persons. They were told that the deceased had been wounded five times, without anyone, except the prisoner, being aware of it. Its submission that it was impossible to believe that there must be many people on board that ship who could tell what had actually happened, and these men had actually happened, and these men had not been called. They had in their place other people who told them what they knew, but that was not what had happened in the hatch below. The Crown's submission was that the man, for absolutely no reason, when every body, and then went committed the murder and then went with a knife in his hand to the officer's cabin and calmly and voluntarily said: "I have killed a man." Prisoner's explanation was that he had been awakened by a whistle, and that a number of people accused him of having committed the murder. Those people knew that some time before he had had a quarrel with deceased. They commanded him to go to the Captain's cabin, and he went. He had murdered the man, and if he did not go, he would have been killed. If he went, he would be safe, so he went.

The Attorney-General said that the plea that the man knocked over his nose against a pillar with the result that it bled and the stains tell on his sleeve and knife was fantastic. Why should the man have confessed to the deed if he was not committed to it? The man said he was afraid of the other Chinese and therefore did as they commanded him. There was no reason for that at all, because prisoner could have appealed to the officers, who spoke his own language, for protection.

After a brief summing-up by his Lordship, the jury brought in a verdict of "Guilty," but added a rider to the effect that it was a "very" more evidence had not been produced by Captain Brown, who stated that he had other witnesses. The Attorney-General stated that, in justice to Captain Brown and the Crown, he wished to state that there was no evidence as to the actual murder as the jury seemed to think. The evidence was merely circumstantial, as in most other cases of murder, where there was a difficulty in getting people who could say "I saw the man being killed."

His Lordship: There is no reflection on Captain Brown. He is not conducting the case. The Attorney-General: I have produced every shred of evidence I thought would be useful. Prisoner: I have nothing to say. It is a false accusation. I have not killed anybody. I would have had nothing to do with the case. I would have come to Court. His Lordship, in passing sentence of death, said: "The jury, on the clearest possible evidence, have found you guilty of murder. It is only right, and my duty, to say that the jury, with the pleadings before them, could not possibly give any other verdict."

ALLEGED ANTI-JAPANESE DEMONSTRATION.
THE MEANING OF "PROCESSION."
A FRESH CHARGE PREFERRED.

The adjourned hearing of the case against a Chinese teacher of aiding and abetting in the organisation of a procession, and against eleven Chinese school-boys for taking part in the procession was continued at the Magistrate's Court, before Mr. R. E. Lindell, on Saturday.

The Court was crowded, and many had to be content with standing accommodation, occupying even the passage-ways. The heat was stifling.

When the case was taken on Thursday, there was disagreement as to what the word "procession" legally meant. Mr. Lindell thought, "the legal point of sufficient importance to justify the adjourning of the case," and said he would consult the Attorney-General.

Mr. Leo d'Almada appeared for the defence, and the Hon. Mr. E. D. C. Wolfe, C.S.P., prosecuted.

Mr. Lindell: With regard to the legal point discussed at the hearing on Thursday, I have come to the conclusion that "procession" in the ordinary and legal sense, means "a going forth by certain persons in some kind of formal order."

The test of whether, apart from any statute or authorised regulation, a procession is legal or illegal is, apparently, according to whether such procession is a reasonable use of the highway. In my opinion this procession, or going forth by certain persons in some kind of formal order, was not a reasonable use of the highway. Accordingly, I decide that point against the defence.

Mr. d'Almada: Then, I take it, I shall have to call evidence. Mr. Wolfe: What evidence? This is ridiculous. They were together and did form a procession. Mr. d'Almada: They were in a batch. I saw them myself on that Sunday. Inspector Brazil: It did not happen on a Sunday. Mr. d'Almada: Well, on the day it happened—that holiday. I saw them myself as I was going to my office. I am here to produce whatever evidence the prosecution adduces. At the last hearing, I maintained that the prosecution had no case, and that, consequently, there was nothing to disprove. Your Worship now maintains that there is one, and I am quite prepared to take up the argument for the defence. But I do not think we should sit here on a Saturday, especially till two or three o'clock.

Mr. Lindell: Do you wish to call all your clients—Mr. d'Almada: Possibly all of them, and possibly many others, too. Mr. Lindell did not see the necessity. The case, at the last hearing, hinged on the definition of the word "procession." That point was settled, and it seemed obvious.

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Mr. d'Almada: I hope your Worship is not pre-judging the case. Mr. Wolfe: Your Worship, Mr. d'Almada was prepared to admit that on the legal point regarding the word "procession" the entire case has been decided to the detriment of my clients. It is only fair and reasonable to allow me to fight my case.

Mr. Lindell: I understood the case would be over in half-an-hour. Mr. Wolfe: So did we all. I should like to point out that Mr. d'Almada never asked any questions to disprove the veracity of the statements made by the witnesses to call all his clients and possibly many others. He is entitled to call the whole Colony, but this is merely trying to make a cause célèbre of a mere case of obstruction.

Mr. Lindell (to Mr. d'Almada): Will it be over in an hour? Mr. d'Almada: I can't say. Mr. Wolfe: This is not a case of such importance as to justify the expenditure of so much time over it, and Mr. d'Almada knows that very well.

Mr. d'Almada: It may not be of importance to the Captain-Superintendent of Police, and may seem trivial to several others, but it is of the greatest importance to my clients, and, therefore, to me. (Emphatically.) I am here representing them, looking after their interests, defending them, and I will fight my best and hardest to secure success.

Mr. Wolfe: Then I prefer another charge. Mr. d'Almada: Do so, and I will rebut that too. The fresh charge was that "On Tuesday, June 3rd, the defendants, and others, in a street in the City of Victoria, a public notice, bearing Chinese characters, without the permission of the Secretary for Chinese Affairs, contrary to Section 50, of sub-Section 1, of Ordinance 3, of 1918."

Mr. d'Almada: I am quite prepared to meet that charge. Mr. Wolfe explained that the new charge applied only to nine of the defendants—not to the teacher or to the two boys who were arrested later.

Mr. Lindell (to Mr. d'Almada): Do you admit this new charge? Mr. d'Almada: I plead "Not guilty." Mr. Wolfe: Will your Worship sit aside a few afternoons? (Laughter.) Mr. d'Almada: As regards the new charge, your Worship will appreciate the fact that I have not yet seen my clients regarding it.

Mr. Lindell: How long is the case likely to last—two afternoons? Mr. d'Almada: I thought it could be finished within that time. The case was adjourned until 2.15 p.m. on Thursday.

CORRESPONDENCE. AN APPEAL TO THE C.S.P. (TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

Sir,—It is not my wish to harass the Police but matters are so unbearable in Wanchai Road that I feel I must. This afternoon, like all Sunday afternoons, has been devilish. Although the Happy Valley is only a few yards away we have about 20 screaming boys (using three languages) playing baseball. Every throw is accompanied by frantic screams. A few yards nearer half a dozen are playing a kind of improvised tennis, the ball being hit hard against the wall with a monotonous regularity that is exasperating. We certainly have been spared locally to-day. Might a European policeman pay a visit between 3 and 4 o'clock on Sunday afternoon for a few weeks just to see what it is like? The vicinity in question is between Honerill and Tin Lok Lane. The cement square does not seem to attract these boys at all, nothing but the public street.—Yours faithfully, RESIDENT. Hongkong, June 5th.

SPORT. GOLF MATCH. U.S.R.C. DEFEATS K.C.C.

The annual match between the U.S.R.C. and the K.C.C. Golf Section was played yesterday over the King's Park course. The results were as follows—

SINGLES "A" TEAM.	
K.C.C.	U.S.R.C.
D. J. Mackenzie.....	Dr. Woods.....
V. McElidell.....	1 R. E. Lindell.....
J. Jack.....	0 F. A. Redmond.....
J. Hyde.....	0 Lt. Col. Coles.....
A. Morrison.....	1 Capt. Lucy.....
	Captain Leslie.....
H. Overly.....	0 Smith.....
D. G. Nicoll.....	0 T. F. Claxton.....
J. Parkes.....	1 Br. Smalley.....
Total.....	4

SINGLES "B" TEAM.	
K.C.C.	U.S.R.C.
H. W. Page.....	0 Lt. Col. Taylor.....
W. J. Owens.....	1 Lt. Col. Coles.....
J. P. Robinson.....	0 Capt. Murray.....
J. H. Mead.....	0 Lt. Sutherland.....
J. E. McIntosh.....	0 Lt. Thomas.....
G. N. Avenell.....	1 G. A. Woodcock.....
K. R. Mackaskill.....	0 Major Buck.....
A. W. E. Davison.....	0
Total.....	3

FOURSHOTS "A" TEAM.	
K.C.C.	U.S.R.C.
D. J. Mackenzie.....	Dr. Woods.....
V. McElidell.....	1 R. E. Lindell.....
J. Jack.....	0 F. A. Redmond.....
J. Hyde.....	0 Lt. Col. Coles.....
A. Morrison.....	1 Capt. Lucy.....
H. Overly.....	0 Smith.....
D. G. Nicoll.....	0 T. F. Claxton.....
J. Parkes.....	1 Br. Smalley.....
Total.....	3

FOURSHOTS "B" TEAM.	
K.C.C.	U.S.R.C.
H. W. Page.....	0 Lt. Col. Taylor.....
W. J. Owens.....	1 Lt. Col. Coles.....
J. P. Robinson.....	0 Capt. Gray.....
J. H. Mead.....	0 Capt. Murray.....
J. E. McIntosh.....	0 Lt. Sutherland.....
G. N. Avenell.....	0 Thomas.....
K. R. Mackaskill.....	1 G. A. Woodcock.....
A. W. E. Davison.....	0 Buck.....
Total.....	3

Total: U.S.R.C., 14; K.C.C., 10.

TENNIS. CLUB DE RECREIO v. K.C.C.

The above match, played on Saturday, in the Junior League, was won by the Club de Recreio by 46 games to 20. The results were as follows: F. Frata and P. de Sousa beat Wheeler and Taylor, 2-3; beat Richmond and Hall, 0-2; beat Brown and Green, 1-2; F. Soares and H. Remedios beat Richmond and Hall, 7-4.

L. Hyndman and R. Hyndman beat Wheeler and Taylor, 7-4; beat Brown and Green, 1-2. The rain intervening, the remaining sets were not played. The K.C.C. conceded the points to the Club de Recreio.

THE LATE INSPECTOR TERRETT. FUNERAL TO-MORROW EVENING.

The body of Inspector Terrett has been recovered and will be brought to Hongkong to-morrow evening at 6.30 for burial at Happy Valley. The funeral procession will be formed at Tin Lok Lane, the body being conveyed from Kowloon by steam launch. Mr. C. G. Ferdue, A.S.P., and several Police Officers have gone to Canton to make the necessary arrangements.

It seems that the object of the Inspector's visit to the West River was to discover the murderer of P. O. Adams, of the Naval Canton. According to report some sailors on a British gunboat on the East River recognised a man who approached them to sell fruits as one of the two servants who disappeared on the night of the murder, and they wanted to arrest him. They were in Chinese territory, however, this could not be done. Information, therefore, was sent to Hongkong, and it was for the purpose of obtaining this man's extradition that Mr. Terrett was sent from Hongkong.

A SPECIAL SHOW OF

DRESSES

AND

REST GOWNS

WILL BE HELD ON

WEDNESDAY, JUNE 11th

TO

SATURDAY, JUNE 14th

WHEN A DISCOUNT OF

20%

WILL BE GIVEN OFF

THESE GOODS

— WE INVITE INSPECTION —

LANE, CRAWFORD & CO.

GRAND HOTEL, rooms without Baths.
GRAND ANNEX, rooms with Baths and most up-to-date accommodation.
GRAND STRAND, rooms with Baths, facing the Bathing Beach.

Under the excellent Management of

The Grand Hotels, Limited, TSINGTAO.

Ideal Sea Bathing, Cuisine recently improved, and with excellent Orchestra will afford all the enjoyment desired, during Summer Season.

For particulars, please address—

H. J. HEARNE,
General Manager.

MACARONI, VERMICELLI, NOODLES, AND ALL KINDS OF PASTE. AGENTS WANTED!!! Special price for wholesalers and retailers.

Please apply—
CANTON NOODLE AND MACARONI FACTORY.
Manufacturers of the well known
"Poppy Brand."

Office:—31, OLD GILMAN STREET, Tel. No. 2300.
Manufactory:—19/22, ARGYLE STREET, Mongkok, Tel. No. 1920.
Hongkong, March 3rd, 1918. (289)

Powell Ltd.

TELEPHONE 346

HIGH-CLASS GENTLEMEN'S TAILORS.

SPECIAL VALUE IN

SUMMER SUITINGS

INCLUDING

SMART LINENS, COTTONS & SILKS.

FANCY CASHMERES

WORSTEDS, FLANNELS, SERGES.

etc., etc.

STYLE AND FIT, EXCLUSIVE.

NEW ADVERTISEMENTS

FOR SALE
AT
SWATOW.

THE VALUABLE SITE on Main Street, Kialat, 980 feet in length, 150 feet wide, frontage, beautiful 8 Room House, with 4 Bathrooms with Waterworks, Water, Electric Fittings, Vegetable Garden, fine garden with Large Shade Trees, Beautiful View of the Bay and surrounding Hills.

For particulars apply to—

Box No. 839.

Care of "Daily Press" Office. [859]

G. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of June, 1919, at 8 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administrator, the Government of the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Grant to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Regulatory No.	Location	Boundary Measurements				Elements	Squares feet	Annual Rent	Upset Price
			N.	S.	E.	W.				
			feet	feet	feet	feet				
Western Island			6" 6"	6" 6"	174' 8"	174' 8"		11,778	1.26	
Lot No. 1501.										
Eastern Island										
Island No. 1502.										
Island No. 1503.										
Island No. 1504.										
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[860]

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 3932.
FAVOURED with instructions from the Concerned,
will sell by Public Auction TO-DAY (MONDAY), June 9th, 1919, at 2.30 P.M., at his Sales Room,
400 tins Very Best Paint and Varnish.
30 doz. Enamelled Basins.
Terms:—Cash on Delivery.
Hongkong, June 8th, 1919.

A. G. DA ROCHA.
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 3932.
FAVOURED with instructions from the Concerned,
will sell by Public Auction on WEDNESDAY, June 11th, 1919, at 2.15 P.M.,
A QUANTITY OF
HOUSEHOLD FURNITURE AND
EFFECTS.
Terms:—Cash on Delivery.
Hongkong, June 8th, 1919. [248]

S.S. "TENASSERIM."

(LATE P. HENDERSON LINE).
(LLOYD'S REGISTER No. 388).

TENDERS are prepared to receive TENDERS in writing for the purchase of this Vessel which has been damaged by fire and now lying at Rangoon.

A deposit amounting to 10% of the Tender may be required before the same is submitted to the Owners.
On acceptance of an offer the buyer to pay immediately the purchase money in cash, and take delivery of the ship as she now lies. Harbour Dues, Crew's Wages and other charges to be for the account of buyers from date of sale.

A permit to inspect the ship may be obtained on application.
A sale to approved Foreign Owners might be entertained.

The owners do not bind themselves to accept the highest or any Tender.
GILMAN & CO., LTD.,
Lloyd's Agents. [245]

G. R.
NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.
All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.

INTIMATIONS

FIRE INSURANCE ASSOCIATION OF
HONGKONG.

WHIT MONDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), JUNE 9th, 1919.

By Order, A. R. LOWE, Secretary.
Hongkong, June 7th, 1919. [858]

MARINE INSURANCE ASSOCIATION
OF HONGKONG.

WHIT MONDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), JUNE 9th, 1919.

By Order, LOWE, RINGHAM & MATTHEWS, Secretaries.
Hongkong, June 7th, 1919. [857]

A. S. WATSON & COMPANY, LTD.

NOTICE.

ON and after 1st JULY next, the hours of business will be as follows:—

GENERAL STORE, 8.30 A.M. to 6 P.M.
WINE DEPARTMENT, Saturdays 8.30 A.M. and WAREHOUSE, 10 A.M. to 1 P.M.
DISPENSING DEPARTMENT, 8.30 A.M. to 8 P.M.
(including Saturdays).
Sundays 10 A.M. to 1 P.M.
8 P.M. to 7.30 P.M.

Such Public holidays as are observed by us, same hours as on Sundays.

No Medicines can be obtained after closing hours, as above.

A. S. WATSON & CO., LTD.
Hongkong, June 4th, 1919. [849]

NATIONAL LOAN OF THE THIRD
YEAR OF THE REPUBLIC (1914).

SUBSCRIBERS to the above LOAN are hereby notified that redemption of the Bonds drawn on May 15th (second drawing) will begin on June 30th, 1919.

Payment, in cash or its equivalent will be made at the BANK OF CHINA and the BANK OF COMMUNICATIONS or any of the branches of the above Banks and also at the Shanghai Office of the HONGKONG AND SHANGHAI BANKING CORPORATION.

Any Bond of which the following are the two terminal numbers namely, 05, 12, 26, 33, 45, 48, 55, 64, 74, 89 and 94, is a drawn Bond.

F. A. AGLEN,
Inspector General of Customs.
Hongkong, June 8th, 1919. [855]

WANTED IMMEDIATELY.

SECOND ENGINEER, for British Steamer "SISTAN".
Apply—

GERMINAL CIGAR STORE,
15, Nathan Road, Kowloon. [887]

TO LET.

NO. 4, BROADWOOD ROAD,
NO. 4, UNFURNISHED, BROADWOOD ROAD,
FURNISHED.

For particulars apply to—
GEO. K. HALL BRUTON & CO.,
York Building,
Chater Road Hongkong. [814]

TO BE LET FURNISHED,

From July 1st.

NO. 7, MOUNTAIN VIEW, THE PEAK.

Apply to—
W. L. PATTENDEN,
GILMAN & CO., LTD.,
5A, Des Vaux Road Central. [797]

TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK,
from June 1st, 1919, in excellent condition.

Address—
Care of "Daily Press" Office. [668]

TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak.

Apply to—
FERCY SMITH SETH & FLEMING [623]

TO LET.

A FLAT in Nathan Road, Kowloon

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings. [81]

THE PEAK.

FOR SALE A FIVE-ROOMED Residence.

For particulars apply to—
"T.Y.Z."
Care of "Daily Press" Office. [434]

INTIMATIONS

WM. POWELL, LTD.

NOTICE IS HEREBY GIVEN that the EIGHTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company Offices on TUESDAY, JUNE 11th, 1919, at 12 o'clock Noon for the purpose of receiving the Report of the Directors and Statement of Accounts to the 28th February, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th June, to the 17th June 1919, both days inclusive.
By Order of the Board of Directors,
H. O. HOLI,
Secretary. [835]

NOTICE OF REMOVAL.

SUN MAN WOO CO., Shipchangers, Naval Contractors and General Providers, have this day REMOVED from Nos. 18 & 19, Connaught Road Central, to their new premises at Nos. 98 & 101 DES VAUX ROAD CENTRAL, (opposite to west corner of the Central Market) Telephone 308.
Hongkong, May 28th, 1919. [803]

NOTICE.

DURING the temporary absence of Mr. G. HOPKINS, Mr. M. BRENN-WALD will take charge of our Firm.
VILLA BROS. OF CANTON, LTD.,
Canton, June 5th, 1919. [884]

NOTICE.

THE Undersigned have been appointed Sole Agents in Hongkong for the Sale of the "BATTLESHIP" Brand of Flour manufactured by the MOU SING and FOH SING FLOUR MILLS of WUSIEH and SEANGHAI.

H. SKOTT & CO.,
Prince's Buildings,
2, Chater Road,
Hongkong, June 2nd, 1919. [839]

VICTORIA DISPENSARY.

NOTICE.

THE BUSINESS, hitherto conducted by the above pharmacy at 22, Queen's Road Central, will on 18th June next be transferred to A. S. WATSON & CO., LTD., the Hongkong Dispensary, who will take over the stocks, proprietary medicines and prescription books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.

F. W. STAPLETON,
Manager.
Hongkong, May 28th, 1919. [835]

RAW SILK EXPORTERS.

P. MUCCIANT, 14 RUE DESIRY, LYON SILK MERCHANT, See to represent as Agents in Lyons (France) Exporters of Raw SILK from Canton. Excellent references and connections.

Thorough Experience.
Offices and warehouse established. [838]

K WONG FAT.

NEWLY ESTABLISHED.

DEALERS IN ALL kinds of IVORY, SANDALWOOD, MOTHER OF PEARL and SILVER WARES, WHOLESALE AND RETAIL.
27, QUEEN'S ROAD CENTRAL, HONGKONG. [816]

PALACE HOTEL, KOWLOON.

Corner of Haiphong and Hankow Roads.

Tel. K. 1. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurbished, is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS. TERMS MODERATE.

Special Arrangement for Families on Application to—

M. OXBERRY, Proprietor. [108]

THE PENINSULAR AND
ORIENTAL STEAM
NAVIGATION CO

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN, PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BRAZIL, AMERICA, COAST, EAST, AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer "DUNDEE" carrying His Majesty's Mail, will be despatched from this port about JULY 8th, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, when available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., apply to—
MACKINNON, MACKENZIE & CO., Agents.
P. & O. S. N. Co.
Post Box 112,
22, Des Vaux Road Central.

INTIMATION



BY APPOINTMENT.

WATSON'S
DRY
GINGER-
ALE.

FRAGRANT, AROMATIC,
DRY.

Its "Dryness" is a feature which

has helped to give this drink the

popularity it so well deserves.

Plants, \$1.20 Per Dozen.

Splits, 70 cts.

A. S. WATSON & CO.,
LIMITED.

STERILIZED WATER MANUFACTURERS

Tel. 436

MARRIAGES.

WHITEHEAD-JOHNSTON.—At Dumfries, on May 18th, CHARLES CECIL WHITEHEAD, of "Glentworth," Melbourne, near Royston, Cambs, to MABEL, youngest daughter of William Johnston, of Whitesands, Dumfries.

BORNHOLZ-DODD.—At No. 18, Peking Road, Shanghai, on June 2nd, by the Rev. G. F. Fitch, D.D., and Mr. C. F. Kline, representing the American Consulate-General, FRANK J. BORNHOLZ, to RUBY E. DODD.

Hongkong Office: 10A, Des Vaux Road, C. London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 9TH, 1919.

THE PEACE NEGOTIATIONS.

THE question upon which everyone is speculating to-day is whether Germany will sign the peace-terms presented to her by the Allies. Count von Rantzau, the chief of the enemy delegates to the Versailles Conference, is reported to have asked his colleagues to inform the people of Berlin that he will not sign the Treaty as it is now drawn up. That, of course, may mean merely that he is prepared to accept the terms in principle but aims at obtaining certain modifications of detail, in which case it is possible that there may be further negotiations. On the other hand, he may be seeking to score off his political rivals by throwing

THE PEACE TREATY.

NO NECESSITY FOR VERBAL DISCUSSIONS.

AMERICAN AIRMAN REACHES ENGLAND.

PREMIER REFUSES TO RECEIVE POLICE DEPUTATION.

[REUTERS' AGENCY.]

GERMAN PEACE TERMS. STILL MORE COUNTER PROPOSALS.

In their Note containing the counter-proposals, the Germans declare that the demands as regards her Colonies fairly contradict President Wilson's fifth point, and propose that the question be referred to a Special Committee.

They do not recognise any Russian right to restitution.

The State surrender of merchant vessels is unacceptable, but they are willing to accept an obligation to construct merchant vessels.

They reject the obligation to compensate Italy, Montenegro, Rumania and Poland.

They are willing to pay a definite percentage of the entire revenues of the Empire as an annuity.

They refuse to permit the prosecution of the ex-Kaiser (who, they say, is not liable for punishment), or to hand over persons accused of war crimes.

NO NECESSITY FOR DISCUSSION.

LONDON, May 31st.

The opinion in French political circles is unanimous regarding the German counter-proposals—that there is no necessity for verbal discussions, and that the territorial conditions are unalterable as regards the Saar, Upper Silesia and the Colonies.

COUNT VON RANTZAU'S DECISION.

VERSAILLES, May 31st.

Information gathered from the German delegation is to the effect that Count von Rantzau convoked the entire delegation and the members of the Finance Commission before the departure of Herr Giesberts and Herr Landsberg, and asked them to tell the people of Berlin that he would not sign the Treaty in the form presented by the Allies.

AVIATION.

AMERICAN COMPLETES TRANS-ATLANTIC FLIGHT.

WASHINGTON, May 31st.

The "N.C.4" has arrived at Ferrol.

LONDON, May 31st.

The "N.C.4" has left Ferrol.

LONDON, May 31st.

The "N.C.4" reached Plymouth at 2.25 p.m.

RECEPTION AT PLYMOUTH.

The "N.C.4" covered the 500 miles between Ferrol and Plymouth in 6 hours, 40 minutes.

She was sighted, off her destination, at a height of 1,000 feet and escorted to land by three British seaplanes.

She was met by numerous river craft who lustily sounded their sirens, and thousands on the Hoe heartily greeted the approaching American seaplane.

Commander Read and his crew were taken off by a motor launch and taken aboard the American cruiser "Rocheester," where they were received by the American Vice-Admiral, the Mayor of Plymouth and Government representatives.

The airman were subsequently given a public reception by the Mayor, who spoke from the "Mayflower" stone. Later they were entertained to luncheon by the Air Ministry.

The seaplane's actual flying time from America was 33 hours, for the 3,000 miles.

THREATENED POLICE STRIKE AT HOME.

PREMIER REFUSES TO RECEIVE DEPUTATION.

Mr. Lloyd George declined to receive, in Paris, a deputation of the Police Union on the subject of the threatened strike, stating that he had approved of everything done, and had complete confidence in those representing him.

AMANULLA'S LETTER.

SIALA, June 4th.

Amanulla's letter to the Viceroy explains that the outbreak of war was due to certain misunderstandings.

He explains that the disorders and disturbances in India, and especially the unruly demonstrations at Peshawar, had reached a pitch obliging him to dispatch troops to protect his frontiers.

The Commandant of the Eastern Army, considering that certain points were included in his own territory, according to maps and plans in his possession, proceeded to carry out some digging as a precautionary measure, whereupon British troops violated Afghan territory, obliging the Amir to declare war.

Meanwhile, the Afghan envoy, Abdur Rahman, reached Kabul and explained it all to the Foreign Secretary, and impressed upon him the necessity of desisting from war.

It became apparent that events and movements which had taken place were accidental and undesirable.

The Amir put off publication of the proclamation of a Holy War and referred the matter to the National Council, who decided to send an envoy to India to offer this explanation and stop the fighting.

After taking exception to the aeroplane attack on Kabul and Jalalabad, the Amir emphasised that he does not desire the old friendship to be broken or bloodshed to lead to perpetual enmity.

He affirms that his Government desires an honourable and dignified peace and suggests that delegates be appointed to conclude peace at the earliest date.

THE VICEROY'S REPLY.

In reply, the Viceroy expresses pleasure on learning that the Amir is sincerely anxious for a cessation of the fighting, but gives an explicit recital of acts of Afghan hostility and violation of British territory.

He reminds Amanulla of the chance he gave him at the eleventh hour. However, actuated by the knowledge of his inexperienced youth and mindful of his obligations to his late father, Lord Chelmsford, he agreed to an armistice provided:

(1) that all Afghan troops withdraw from the frontier 20 miles from the nearest British forces.

(2) the British to remain where they are, continuing all military precautions but to take no offensive.

(3) aircraft not to bomb the Afghan forces but to have freedom of the air for vision purposes.

The Afghans in return are not to hurt any aircraft or airmen forced to land in Afghan limits.

The Amir must inform all the tribes that he has asked for a cessation of fighting and that he forbids any aggressive action against the British.

The Viceroy emphasises the leniency of the terms and invites the Amir to accept them. If he does so, General Barrett will arrange a meeting with Afghan Generals to sign the armistice.

Then selected officers will discuss the final terms of peace. If the Amir refuses, the consequences will rest on him. The "unlimited resources" of the British can mean only one thing.

MORE LOOT.

SIALA, June 5th.

In the Dakka area, things are normal, except for slight sniping and cutting of telegraph wires.

Fifty Afghans were taken prisoner at Kharachi where we demolished two forts.

The Para-Chinar road is clear save for a few snipers.

Nadir Khan has hurriedly retired to Khoist, abandoning tents, documents, hospital stores, two gun carriages, and a thousand live shells.

At Yusuf Khel camp, during the retreat, much baggage and ammunition was dropped, which the villagers looted.

A portion of the Kandahar force assembled at Dabral under Abdul. The Qudus are now withdrawing westwards.

NEW SOLICITOR IN HONGKONG.

MR. C. H. LYSON ADMITTED TO PRACTICE.

Before the Special Criminal Sessions was opened on Saturday, the Acting Attorney-General (the Hon. Mr. E. E. Pollock, K.C.) applied to the Chief Justice to admit Mr. Cecil Hynes Lyson to practise as a Solicitor of the Supreme Court. Mr. Lyson, he said, was a fully qualified solicitor of the Supreme Court of England. He left for England in 1911 and was articled to Mr. Weldon, of the well-known London firm of solicitors, Messrs. Gibson & Weldon, of Chancery Lane. He passed his final examination in 1917 and was admitted to practice on May 1st, 1917. At the outbreak of war Mr. Lyson obtained leave from the Incorporated Law Society, to serve in H.M.'s Forces and joined the University of London Training Corps on June 22nd, 1915. He received a commission in the R.A.O.C., and served with the Corps in Belgium and France. On the expiry of his Articles he got special leave from the War Office to prepare and study for the final examination in March, 1917, after which he again joined the Corps till he was demobilized after the signing of the Armistice. Mr. Lyson was now placed on the reserve list of Officers. He returned to Hongkong on April 1st, 1918, and, although technically he was not proper to give six months' notice, the Law Society of Hongkong had been pleased to waive any objection, subject to His Lordship's consideration. In granting the application, the Chief Justice, addressing Mr. Lyson, said: "Your record has been satisfactory both from an official and patriotic point of view. I have much pleasure in admitting you, and hope you will do well."

LIGHT-FINGERED FRATERNITY ON THE FROWL.

THE LINGUISTIC EFFORTS OF A CHINESE.

A vain desire to exhibit his wealth to all and sundry was, presumably, the reason for a Chinese carrying a roll of ten-dollar notes in a manner calculated to tempt the light-fingered fraternity. He was walking along Fat King Street on Friday, and was soon an object of interest to several thieves. One of them suddenly darted upon him, snatched the notes, and ran away. The victim, after a long chase through a series of lanes and alleys, managed to capture the thief, who, however, had passed the money on to one of his confederates during the pursuit.

The prisoner was charged at the Magistracy, before Mr. R. E. Lindell, on Saturday, with stealing.

The complainant explained to the Magistrate the unfortunate chapter of accidents he had gone through, and how he had been robbed of "tin tin dallars" notes.

Mr. Lindell looked puzzled. "The complainant, with a broad grin, repeated that the money amounted to 'tin tin dallars' notes."

Mr. Lindell continued staring, so the Police came to the rescue, explaining what the sum of money involved amounted to.

Continuing, the complainant made some further excursions into English that were not intelligible to either the Magistrate or the Police.

Mr. Lindell promptly cut short the man's linguistic efforts and ordered him to talk in his native tongue.

The complainant accordingly finished his tale of woe in the language of his fathers.

The thief denied all knowledge of the occurrence. He had come from Macao to buy some medicine.

Mr. Lindell: How much money was found on him?—Acting-Inspector Cartman: Two cents and a few cash.

Mr. Lindell (to defendant): So you came all the way from Macao to buy two cents' worth of medicine?—Defendant: That was only one of my reasons; I also wanted to taste the tea of a certain tea-shop here, the fame of which has spread to Macao!

Mr. Lindell: Anything known about him?—Acting-Inspector Cartman: His face seems quite familiar, but I have nothing else against him.

Sentence of three months' imprisonment was passed.

A Chinese, who has been in the Colony for only two months, was charged at the Magistracy, on Saturday, with picking the pockets of another Chinese and stealing \$150.

The complainant, it seems, was walking along Wing Lok Street, when the defendant approached him from behind and inserted his hand in his jacket pocket. The complainant seized the defendant, and a struggle ensued, in the course of which the defendant's jacket was torn.

The defendant said he was falsely accused.

The hearing was postponed until to-day.

CANTON NEWS.

CANTON, June 8th.

THE BOXER INDEMNITY. The Minister in Paris has reported that the French Government has agreed to return the boxer-indemnity to China for educational purposes. The French Government has also agreed to reduce the fees for Chinese students to study in France. It is also reported that Japan will return \$7,000,000 from the boxer-indemnity for certain purposes.

CONTRIBUTION FOR WAR LOSSES. The authorities have received a telegram from the Peking Government stating that the money received through the confiscation of the enemy properties and interests, should be used for the compensation of war losses. After the losses which the Chinese have suffered have been made good, the surplus, if any, is to be handed to the Allies for the compensation of their nationals. The authorities are requested to make an estimate of the amount which will be obtained by the confiscation of enemy properties and interests in the provinces.

THE GUNBOAT AFFAIR. The delegates, who were sent to deal with this question of the gunboat leaving Hongkong without permission and to express regret, have reported that through the favour of the Hongkong authorities, the subject may be regarded as closed. The gunboats, *Wang Kung*, *Long King*, and the *Kwong Lee*, have been released, and they are returning to Canton.

THE CANTON FERRY. The Directors of the Municipal Council have decided to provide steam launches for the ferry service in place of the junks. Surveyors are being sent to choose the sites for the wharves.

THE TUCHUN INDISPOSED. We are informed that the Tsuchun Mok Wing-son is indisposed. Mok has ordered that only special and important matters are to be referred to him. Other duties are to be undertaken by his Chief Adviser.

PEKING CABLE NEWS. The British Minister, Sir John Jordan, when he visited the President on the 5th inst., handed him a note from the 5th inst. requesting an early conclusion of peace in China. Following the suspension of the Shanghai Conference, the British Minister asked if there was likely to be a renewal of civil war between the North and South. The President replied that there would not be war as he himself and the people were tired of war.

Most of the merchants in Peking and in Shanghai have closed their shops in order to enforce the release of the Peking students.

The volunteers in the Concessions in Shanghai are being called up for patrol duties.

FUTURE OF CHINA'S COTTON INDUSTRY.

MR. J. KERFOOT'S FAREWELL MESSAGE.

The Chinese Cotton Millowners gave a farewell dinner to Mr. James Kerfoot, head of Messrs. Jardine, Matheson & Co.'s Cotton Mills Department, in Shanghai, on June 7th.

Mr. Kerfoot, proposing a toast to the future success of the Cotton Industry of China, said:—

As regards the necessity for more mills, there can be no doubt, and also that China is eminently suited in every respect for a great future in the cotton industry, but whether it will eventually be another question. If you are going to adopt a short-sighted policy, as we have seen demonstrated so often in the past, you are going to have a hard time to meet future competition.

With a population of 400 millions, all wearing cotton garments of different textures, there should be no anxiety on your part as regards the demand for mill products, if you can supply them as cheap as your competitors, and if the means are forthcoming to purchase them.

If every person in China could buy another suit of cotton clothes per annum, it would require 100,000 additional looms and 2,000,000 spindles to supply the looms with yarn. Whether the suits of clothes are made of the finest fabrics from Lancashire or the coarsest cloths made in America, Japan or China, the demand depends on the purchasing power of the people, so that every industry started in China is in the right direction, as it finds work for the people, and creates a spending population. It is from the cities and towns that you may look for the demand, not only for native products but for all those necessities and luxuries coming from foreign countries which go to make town life attractive, such as electric lighting, tramways, waterworks, household requisites, fine clothes and many others, but the Chinese farmer and his family have little use for any of these things. They are too busy occupied from daylight to dark with their crops, and have but little leisure to wear good clothes, or to make use of the hand loom in the spare time.

By doing so, the women folk is usually sufficient to supply the men with all they require, therefore the first essential is to start industries of all kinds throughout China, around these industries will spring up towns and fresh demands will be created.

The three principal necessities to make the cotton industry of this country capable of meeting competition are: cotton, coal and skilled operatives.

It does not require much imagination to foretell a bad time for the local mills when the additional spindles in China and Japan are started, unless something is done to encourage the farmers to put more land under cotton, and also to adopt better methods of cultivation.

By doing so, a greater yield can be obtained and of a longer staple by selection of seed.

As regards the cost of coal and power, you are all aware what this has meant to the industry during the last two years. The high prices we have been compelled to pay are not due to higher charges at the coal mine, but are in consequence of the excessive freight charges in bringing it from a foreign country. Surely there is sufficient capital represented in this room to purchase and work a coal mine in your own country, with your present organization, and supply your own requirements.

There is one thing which prevents Chinese being as successful as those managed by foreigners, in fact it is common in every phase of Chinese life, and that is nepotism. Even if the right man is selected for a responsible position he never gets a chance to make good, because he has always too much "dead weight" obstructing efficient methods of management. If it is ever organized such as yours could do in remoulding China and bringing about a different state of things throughout the country. You are all business men and it is only by your class that China can be lifted out of the moribund state which she occupies at the present time—whereas you are leaders and strong men. Two cotton millowners of Lancashire, Richard Cobden and John Bright, were the great exponents of Free Trade in England in 1840 and converted the whole country, including a protectionist Premier and Cabinet, in the course of a seven years' propaganda. If it takes you twice that length of time to return the right men to govern China in an honest and businesslike manner is it not worth a trial?

A League should be started to hold public meetings and in various ways to disseminate facts and authentic information. Honest men are at a disadvantage and mutual aid and counsel are a necessity.

A persuasive correspondence must be originated and branch associations be formed in all the cities and large towns.

A number of qualified lecturers to attend and address these branches must be appointed and these men should be painstaking and audience with judgment and effect. Surely there are patriots who will act as missionaries in this great cause and who will sacrifice time, talents and fortune in instructing the people and creating a popular interest in the government of your country. You require men with considerable oratorical skill and power in denouncing and in exposing the delinquent, avaricious and self-seeking officials who are bringing China to a state of bankruptcy.

You will require a considerable command of funds, but there should be no difficulty in obtaining all the money you require from merchants all over China who are interested and anxious to see this vast Empire properly administered for the good of the people.

Start a weekly publication and let it be sent broadcast throughout the provinces. You will have to meet opposition from vested interests, but this should give the agitation more vigour in the propaganda is conducted honestly and with pure motives.

The Wei-hai-wei Gazette contains acknowledgments from London of contribution from the residents and visitors of Wei-hai-wei of £325.12s. 10d. to the funds of the order of St. John of Jerusalem and the British Red Cross Society and of £20. 8s. 6d. to the Blindfold Soldiers' and Sailors' Care Committee.

A JAPANESE-AMERICAN INCIDENT AT TIENTSIN.

EXPRESSION OF REGRET BY THE JAPANESE.

Acting Consul-General Kamet, accompanied by Consul-Chancellor Kashi, called on the American Consul-General at Tientsin on May 29th and expressed his regrets in connection with the incident that took place on March 12th last.

Mr. Kamet, in his communication to the U.S. Consul-General, made the following statement: "I have the honour to convey to you, under instructions of my Government, a formal expression of my deep regret, for the fact that on March 12th, last, my compatriots, having entered the French Concession, used violence upon American soldiers, and that on your way back from the Japanese Concession, a certain number of Japanese behaved rudely against yourself."

To Colonel Wilder, Commanding 15th Infantry, Mr. Kamet also addressed the following: "While I have expressed to your Consul-General my regret for the violence to which my compatriots resorted in the French Concession, against soldiers under your command, on the night of March 12 last, I also have the honour to communicate to you my deep regret for the possible lack of friendliness and caution on the part of the Japanese, even though in the midst of confusion, in treating the wounded American soldier on the same night."

There appear to be drawbacks, however, even to these elaborate works. Recently the representatives of Nippon Yusen Kaisha, Osaka Shosen Kaisha, Toyo Kisen Kaisha, and Mitsui Senpaku Kaisha (Shipping Dept.) met at the Customs House to discuss the new arrangements with the Customs officials. All except the representative of the N.Y.K. expressed a disinclination to use the piers, on the ground that far better *myaku* (loading or unloading) can be enjoyed in the open harbour where lighters attend on both sides, than at the pier, where cargo can be worked only on one side. This is the dissentient hold, especially the case with the cargoes to and from Osaka, which have to be carried in lighters in any case and are only hindered by compulsory use of the piers.

The representative of the N.Y.K. held a rather different opinion. His company's ships, nearly all of which carry a large number of passengers, and they found the piers very convenient. This company uses the piers more than any other, and is even said to have made an offer for the monopoly—a report that seems improbable. This, however, is not what the piers were built for, and the Kobe Customs is, therefore, in earnest discussion on the desirability of some method of overcoming the disadvantage of working cargo only one side, and of getting the new piers used by all steamers alike by making them as advantageous to all as they are to passenger steamers.

GERMAN PROPERTY IN JAPAN.

With reference to the disposal of German property, public and private, in Japan, Korea and Formosa, Mr. Tanaka, Director of the Commercial Affairs Bureau in the Foreign Office is understood to have given the following information to a representative of the *Hochi*.

The value of German public property within Japanese territory is estimated at about 5,000,000, including the Embassy at Tokyo, the consulate at Yokohama, Kobe, Shimomura, Nagasaki, Seoul, Tientsin and Formosa. The private property owned by about 1,000 Germans in the shape of commercial houses, merchandise, residences, churches, etc., are valued at about 10,000,000. The total figure comes to more than 15,000,000. Now, the amount of claim made by Japan against Germany as indemnity for damage to Japanese property, public as well as private, in Germany, is less than the above figure.

As Germany not only declares that she will not pay any indemnity to any of the Allies, but seems to be practically incapable to pay, even if she accedes to doing so, the Foreign Department has set about making an investigation of the German property in Japan, on the basis of which the claim of Japan against Germany will be balanced, and in a few days the Government will issue an important ordinance with reference to the estimate and liquidation of the German property in Japan.

DETAILS OF THE MISHAP TO THE "WING ON."

The *Wing On*, which ran aground off Shamshui, on June 6th, returned to Hongkong on Saturday night, apparently none the worse for her experience. The vessel was carrying a large number of passengers, including the Managing Director of the Company owning the ship, who were proceeding to Yuet Shing to worship the tomb of their ancestor. Speaking to Captain Lane, the master, a *Daily Press* representative was informed that the vessel struck the sand bank at night, it being very dark at the time. There were three pilots aboard. It was the first trip the vessel had taken to Yuet Shing. Captain Lane signalled for assistance, which was speedily given by the *Chung On*. After about half an hour the vessel was released from the sand and proceeded on her voyage. Captain Lane added that the water around Yuet Shing is very treacherous for navigation.

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THE LORD CHANCELLOR OF ENGLAND. HIS FIGHT WITH A CONSTABLE.

Many things, some of them animated by a spirit none too friendly, have already been written about Sir F. E. Smith on his appointment as Lord Chancellor; but one distinctive feature of his very remarkable and brilliant career seems to have been generally overlooked. It is an episode which cannot be paralleled in the record of any previous holder of his high and honourable office. Over twenty years ago he appeared before the Oxford city magistrates on a charge of assaulting the police.

THE STORY OF THE INCIDENT.
We are far from saying that the incident was in any way discredit to the new Lord Chancellor. It was just characteristic of his impetuous temperament. This is a brief narrative of what happened. In May, 1907, the new Municipal Buildings were opened at Oxford by the then Prince of Wales, afterwards Edward VII., and in the evening, after the ceremony, great crowds assembled in the High St., and there was some unseemly graduate rowdiness of a familiar type. In the course of it Sir F. E. Smith, then a Fellow of Merton, was arrested and taken to the police station, where he was charged with disorderly conduct and with assaulting two members of the London Mounted Police, who had been imported into Oxford for the day. Sir F. E. Smith was released on bail, and the hearing of the case took place on the following day. The evidence of the London police, entirely uncorroborated, was that he had struck one officer in the chest and kicked another. Sir F. E. Smith's version was very different. He told the Bench that he followed the crowd because he saw that a servant of Merton College had been taken into custody, and that when he found the way barred by a cordon of police he asked whether he might pass them in order to go to the police station and bail this servant out. Thereupon a policeman whom he had not since seen leapt upon him with incredible ferocity, and struck him on the shoulder with his staff. He also accused another of the London police of striking him with a truncheon, and against this man he had issued a summons. He called undergraduates and other witnesses in support of his statements.

The Bench dismissed both the charges, and ordered each party to pay his own costs. "It is quite possible," said the Mayor (Sir Robert Buckell), "that blows may have been struck on both sides. At any rate, the magistrates do not think that they were of great importance."

A RENCONTRE.
Sir Robert Buckell and Sir F. E. Smith (a correspondent reminds us) met again—under very different circumstances. It was at a dinner of the Auctioneers' Institute at the Hotel Cecil. Sir Robert had a seat at the high table, and Sir F. E. Smith was among the speakers. He told the gathering, in his opening sentences, how he had accepted their invitation with alacrity, and added: "The anxiety was increased when I knew I should have the pleasure of meeting your eminent member, Sir Robert Buckell, for I could not forget that I was once brought before him, as the presiding magistrate, charged with obstructing the police in the execution of their duty and with assaulting them. Both charges," he went on with a humorous twinkle, "I strenuously denied, and I am sure when you look upon my physical frame you will doubt the truth of them, and yet after some years of mature reflection I am disposed to think that both charges may have been well-founded." The company laughed and applauded.

SIR F. E. SMITH'S OXFORD CAREER.
Sir F. E. Smith had a brilliant career at the University. Born at Birkenhead on July 13th, 1872, son of Mr. Frederick Smith, barrister-at-law, he went to Wadham College from Birkenhead School and University College, Liverpool, on October 30th, 1891 (classical scholar). He took a First Class in the Final Honour School of Jurisprudence in 1895, was a Vinerian Law Scholar in 1896, and in the following year became a Fellow and Lecturer of Oriel College in 1897. He was an examiner in the Oxford Final Schools.

In Easter Term, 1894, Sir F. E. Smith was President of the Oxford Union, having previously been treasurer. He made a great impression at that time by his powers of repartee in debate. Many men of future distinction were taking part in the Union debates at this period—among them Mr. Hilaire Belloc, President in Hilary Term, 1895, and Sir John Simon, president in Hilary Term, 1896.

ONE OF ENGLAND'S GREATEST LORD CHANCELLORS.
On the whole Sir F. E. Smith has not had a "good press" on his appointment, but Mr. Arnold Statham, who writes from the Athenaeum Club to the Times, is extraordinarily enthusiastic about him.

THE BRITISH NATIONAL SHIPYARDS. A TERRIBLE FIASCO.

A special correspondent of the Times states that the more one hears of the "muddling through" at Chepstow and Beachley, where the British National Shipyards were being established, the more astonishing the whole business seems. "The idea was good," it was a great scheme if it had been carried out properly," appears to be the general opinion. In Chepstow, reviewing the history of the yards, serious doubts are entertained as to the launch of ships ever having been contemplated. These yards are designed for fabricated ships, three of which, experts declared, should be completed in the time required to build one ship, but even with this fact in their favour there are no signs that ships will be forthcoming. With all the resources of the Government behind them, with supplies of labour and material which have been the envy of the private shipbuilder, the situation to-day is that the Chepstow and Beachley yards have actually retarded the production of ships, while the food supply of the country would not have lost the produce of 650 acres of good farm land which was taken away at a time when we needed all the food we could get.

The men employed upon the yard could not and did not take themselves and their work very seriously when they began to realise what was expected of them. "A tragedy in 18 spasms," entitled "The Boat Builders," written by one of the officers, added to the gaiety of the community, so aptly was the situation hit off. After describing how the Navy acquired the property of the Standard Shipbuilding Company, and then called in the Army to provide labour, it tells how:

The first hundred thousand laid down a drain.
The second draft took it all up again;
Then they held an inquiry and tried to explain.
The public got raw and commented to squeal;
So the R.E.'s sent forth a most frantic appeal.
So they tackled a lot and then laid a keel.
The yards passed by and the keel being laid,
They lost it twice and had a new one made.
Nobody minded, the Public said,
"Nobody minds, the public pays,"
might almost have been adopted as the motto at Chepstow. It has paid to the tune of £4,000,000. It is said that before ships can be launched it will be necessary to dredge the Wye. The war proceeds. The workers toiled on and in time grew grey.
Gave in their checks and passed away,
And their sons stepped into their shoes next day.
But at last one day a rumour grew
That the Army and Navy had put it through.
On the morrow the Boat would be launched on the blue.
The Town was bedecked with flags and flowers.
Representatives came from the ruling Powers.
Caring nothing for sleet, snow, or showers,
There were cheering crowds on the river bank.
The Army and Navy rank on rank;
As she took the water the hilly boat sank.
After the outlay of £4,000,000 the great National Shipyard resembles nothing so much as those stacks of miscellaneous litter which were known at the Front as R.E. dumps. Lying scattered over a vast area, unclassified and unprotected from the ravages of the weather, one may see anything from a steel screw to an engine. Material seems to have been left where it was delivered, and the loads of succeeding trains piled on the top of it. Machinery is there unpacked. Boilers, plant, cable, and solder swell the sorry heap. There are no sheds for storage, but it is to be presumed that wherever supplied these goods will expect payment for them. Perhaps one of the worst points of all of the whole thing is that through the national shipyards fiasco not only was there the grotesque waste of money, but over a long period everything possible was done to destroy co-operation between employers and trade unions and the Admiralty at a time when everything should have been done to secure and cement it, and output the shipping so vitally needed. It was as a war emergency measure, to replace ships sunk by the Germans, that the national shipyards were started, but the controlling authorities acted as though they were preparing for the next war, without any regard to the position existing at the time. When the Standard Shipbuilding Company started their new yards at Chepstow they planned it on businesslike lines. As the site of the yard contained the main sewers of Chepstow, the Standard Company very carefully covered the sewers with concrete, and in driving in piles had due regard to the position of the sewers. The new authorities arrived, scrapped the plans of the Standard Company, and drove in piles here, there and everywhere, regardless of anything beneath the surface.

One of the main troubles at Chepstow and Beachley was that rank and file men were constantly overruled by men who, with an extra "pin" upon their shoulders, but no technical knowledge, were their military superiors. It is said Lord Chancellors:

STAFF WORK. WHERE THE OLD ARMY SYSTEM WAS SOUND.

[BY A NEW ARMY STAFF OFFICER.]
The twenty-first paragraph of Sir Douglas Haig's last despatch will not satisfy everybody, especially those who are irritated by any praise of our Army system as it was before the war. These latter, convinced in their minds that the old Army was ignorant, brainless, and reactionary, cannot reconcile themselves to any idea but that a root-and-branch reform is needed, with new blood and new methods. Most of them are ignorant themselves, and it is really a temperamental bias that moves them. They hated the old Regular Officer as a type, and they hate him still. Others, who fought in the war, saw many instances where staff work was bad and where stupid Regular Officers held staff appointments for which they were quite unsuited.

Both these classes will read Sir Douglas Haig's testimony to the sound basis of military knowledge supplied by our training manuals and staff colleges, and his remark that "the principles of command, staff work, and organisation elaborated before the war have stood the test, imposed on them and are sound," simply as a shot from one of the big guns of the old régime intended to stun, if possible, the disorganisable tide of reform.

Such an attitude is foolish, and there need be no hesitation in saying so. Reservations might well be made, to what Sir Douglas Haig says in praise of the p.s.c. officer and the superior effectiveness of Staff College education; but, as an old staff officer of the New Army, I do not see anything to cavil at when our Commander-in-Chief proclaims to all the world what is undoubtedly true—that the principles of training and the staff organisation which existed in our Army before the war have been triumphantly justified.

There are details to be altered and amplifications to be made, but Field Service Regulations, Parts I. and II., and the "Staff Manual" have come out of the war with flying colours. Failure in staff work has come from the non-application of their principles by inadequate human beings.

ALL-ROUND TRAINING.
As regards Staff College training, there is this to be said—that it improves a bad officer and, without improving a bad one, makes him more concerted. Its chief virtue was to make a man understand what staff work meant, in what way all the various wheels in the machine co-operate, how to oil them, and what he might have to do if he were given the position of any particular wheel.

It could not be claimed, however, that the old Staff College gave equally good training in all kinds of staff work. Its attention to "A" and "Q" work was limited, and such special activities as intelligence, especially secret service work, counter-espionage, the control of suspects and of civil populations, and other non-political work were practically left untouched. It would be absurd to say that any p.s.c. officer was better qualified for these duties than one without that advantage. A good intelligence officer will have a firmer grasp of military organisation for a thorough staff training, and that is all that can be said.

Besides, there are certain branches of staff work which any intelligent man can quickly learn by actual experience. As a matter of fact, this was acted on time and again by our commanders in all theatres.

"Good staff work is essential to success in all wars," says the Field-Marshal. It would be fatal if facetious allusions to "brass hats" obscured this truth. Training in staff work needs every ounce of energy put into it. It needs extension rather than limitation, and every kind of encouragement. But staff work should be taken to prevent the wrong men excluding the right men from the colleges. Written examinations are all very well, but let them add a long and searching viva-voce.—Daily Express.

that a senior officer, who was appointed for duty in connection with the national shipyards, announced on his arrival: "I am not a soldier. I am not an engineer, and I am not a shipbuilder; I am a business man," and that, being a business man, he quickly realised that there was no place for him there. His stay was very brief. However keen an officer might be, his enthusiasm was soon damped. One thing which seems to have been really well done, in the national shipyards was "eye-wash," developed on an elaborate scale. All the arrangements made for showing visitors round and impressing them were most carefully thought out; on one occasion a conference was actually held to decide from which side a ship should be approached in order to impress most favourably the expected visitors. They even held dress rehearsals, and the workmen were carefully instructed as to their part in the show. Plant which would interfere with a procession of visitors was actually taken down and hauled away. Even the German prisoners of war were coached in their duties. But the whole effect was that, after having made the day hideous by cleaning iron upon iron, the prisoners, as the party of visitors moved off, stopped work, apparently considering that the curtain had fallen on their part of the performance.

BRITAIN AND AMERICA.
Eloquent Tribute to England.

A war anniversary dinner at the Connaught Rooms, recently, organised by the American University Union in Europe (British branch) assembled not only many representative men among the American colony in Great Britain—the Ambassador, Mr. J. W. Davis, at their head—but many transient visitors, and an effervescent representation, mostly in khaki, of the 4000 American university students who have been detached from their own colleges for a period in order to study at British institutions. Mr. J. B. Macfarlane, who presided, proposed: "His Majesty the King and his Excellency the President of the United States." Among the good things that had been brought about by the war, he said, was that the two branches of the English-speaking race had learned to know and abide with one another. In this toast were assented to the names of the rulers of two great countries—the one a monarchy which was a democracy, and the other a Republic which might be a democracy—(laughter)—for between them they could hardly differ.

LIBERTY UNDER MONARCHY.

The Lord Chancellor, responding, confessed that on the whole this was the most singular position in which he had ever conceived he would be placed—to reply for the King and the President. (Laughter.) Looking back over the four and a half years since war was declared, he had no hesitation in declaring that no monarch ever set to his subjects a higher and a prouder example of tranquillity and resolution, and no man as ever more determined that as far as his influence and example could effect it, the quarrel should be carried to a successful end. (Cheers.) That was why Englishmen, whose history was on record to teach the lesson that nothing, not even the sanctity conceded to the traditions of kingship, had been allowed to stand between them and liberty—that was why they cherished at the end of the war, as they cherished throughout the war, the conception of a historic monarchy, deeply rooted in the heart of the people, and wholly reconcilable with every conception of freedom. (Cheers.) As to the President, he would never forget the extraordinary contribution which Mr. Wilson had made to the imagination, to the eloquence, and to the ideal of the world in the last two years. In his judgment history would record of this remarkable man as not the least of his contributions to the result of the war that he brought the whole American nation into the war with one impulse to see it through to a triumphant conclusion. (Cheers.) He knew enough of America to realise how extremely unwise were the great sections of the population who were not and had not been traditionally friendly to this country, and he knew that had the attempt been made to bring America into the war prematurely they never could have made the contribution which they had in fact made, and which, when once Russia had disappeared, was an indispensable condition of the Allied success. Therefore he paid to the President the tribute that he understood the people sufficiently well to take such steps and express his appeal in such language that the nation, when it addressed a majesty to redress in the new world the balance of the old. (Cheers.) He was very hopeful, in fact, he believed—that the ideal which both the King and the President dearly cherished, of an England and an America for all time friendly, not only in the conventional language of diplomacy, but in the real affection of the heart, which counted a thousand times more, would produce results which would last longer than the lives of any of them. (Cheers.) Nothing struck him more in his journey through the States than the extraordinary similarity of outlook which marked the two peoples in everything that was essential, although they might differ in many small matters. Let both peoples make up their minds not to allow unessential to influence their minds, but to go deep down to the things that really counted. (Cheers.) Every one present at that gathering could play a great part in the future of the relationship between the two countries. When they returned to their own country let them never forget that these little islands made, after all, a decisive contribution to the greatest struggle in history; that the men who fought by their side were men who, judged not only by their fighting qualities, but by other qualities as well, deserved that they should classify in friendship a warm American hand. Viscount Bryce, proposing "The American Ambassador," said nothing would be better for the future welfare of peace than the united co-operation and affection of our two peoples, knit together by devotion to the same ideals of justice and freedom. (Cheers.)

The American Ambassador, who was warmly greeted on rising to reply, said: "I am sure we all echoed to the full the eloquent tribute which the Lord Chancellor paid to the brave and gallant gentleman who occupies the Throne of England. (Cheers.) For was there one word in his restrained and tasteful praise of the people of Great Britain which did not arouse a responsive echo in the hearts of every American present? (Cheers.) We accept from his lips, and with gratitude, the tribute to the President of the United States. As for myself, I disclaim the place which you have given me as the guest of honour upon this occasion. I think the guests of honour to-night are certain American soldiers who have had experience of German 'Kultur', and who are now ready to exchange it for the culture of Great Britain. (Cheers.)

I fancy my pleasing function is to welcome them in my official capacity, and as their representative to speak to this gathering a few words of gratitude for the cordial reception they have received in these islands. When William the Conqueror and the Normans found their lodgment here they made very free with the land and property which did not belong to them. I warn Lord Bryce and other gentlemen present that the Americans will leave these islands richer than when they came. (Laughter.) You have come to a rich

country. If you desire to fill your haversacks before you return to America—your mental haversacks—surely you could have come to no better place than this. What land is so rich in tradition, in the seven seas, in the rich tradition of the past, and in the lessons in constitutional development, in human progress, and in advance in growing liberty and justice. What land is richer in architecture, whether you muse over the unknown builders of Stonehenge or the great poets who raised the great cathedrals or look at the springing towers of the Houses of Parliament? Is it art you come to see—Turner, Watts, Gainsborough, Romney, Reynolds, Landseer, and a host of others? Have you come for medical information? What men have contributed more than Harvey, Jenner, Lister, to the knowledge of the human body? Is it law? Here you must come, if you would prize American law, to its source of learning, to Pope, Bacon, Mansfield, and a long line of English lawyers, to whom you owe so much. It is literature? Where should you study English literature if not where the last and final trademark of complete education? But if it be true, as I think it is, that the great business of a university is not to make scholars but to make men, that it is not enough to fasten their down like geese and stuff their craniums as full as they can hold, but to make them useful citizens, and high-minded patriots, it will be a long time before the world again prefers the learning of Bonn, Heidelberg, and Berlin to that of Oxford, Cambridge, and London. All these things you will get with this other great gift that has been alluded to, a knowledge of English life and English ideals, not an intimate knowledge of English people. No more sublime confession ever visited the brain of man, I think, than that which lay behind the purpose of Cecil Rhodes and the foundation of the Rhodes scholarships. (Cheers.) I wish he might have found an imitator by this time among the well-intentioned philanthropists of the United States, and I hope this gathering to-night is but the indication of a great army of American students that will visit these ancient seats of learning in Great Britain, and will evoke a reciprocal response from a like army of Britons visiting the United States. (Cheers.) I would like to see an exchange of professorships, multiplied and multiplied, in our like to see courses instituted in our institutions for the study of each other's history, customs, and methods of government.

I echo the wish of the Lord Chancellor that wherever a voice is raised against Great Britain you may be ready to speak in her defence, and that you may carry from this country the story of her splendid services and sacrifices in this great war for human liberty and freedom. (Cheers.) There is upon all of us from the day we enter the university till we leave it, and from the day we leave it till the going down of the sun, a peculiar obligation that we cannot escape. If feudalism left us a debt worth while it was the debtless motto of the old nobility, 'noblesse oblige.' The university men of Great Britain and the United States undoubtedly have in their keeping the ideals, if not the destinies, of their people. In these four years that have passed our people have been lifted up to great heights of idealism and sacrifice. They have gone out of the valley of self-seeking and trod the very peaks of devotion and patriotism, bloody though they were. What a tragedy would overcome the human race if these great ideals should be lost or forgotten now that the triumph has been won. If no other task were permitted to you than the preservation of this heritage, that task would warrant all our exertion. (Cheers.)

CZERNIN'S SECRETS.

THE SERAJEVO TRAGEDY.

[FROM "THE DAILY TELEGRAPH'S" CORRESPONDENT.]

New York.

The secret correspondence of Count Czernin, late Foreign Minister of Austria-Hungary, which has come into the hands of Mr. George Creel, former Chairman of the Government Committee on Public Information, indicates that the Archduke Franz Ferdinand, heir-apparent to the throne of Austria, was assassinated as the result of a German-Magyar conspiracy against him, and because he was considered a rival of the then German Emperor, William. From the documents and letters now in the hands of the State Department, Mr. Creel declares, it will be shown that Franz Ferdinand was planning to build up a strong Austria, which would eventually emancipate itself from the influence of Berlin. This was blocking Berlin's plan for expansion toward the East, and the Berlin Government came to an understanding with the Budapest Government to offset Franz Ferdinand's plans. With this object, the Kaiser's son, Prince Eitel Friedrich, was selected to study the Magyar language and make friends among the Magyar nobility.

"Although no positive proof is found from the documents in hand as to a conspiracy to kill Franz Ferdinand," says Mr. Creel, "it is sufficiently evident that there was no conspiracy in Serbia for that purpose." On the contrary, it is disclosed that Franz Ferdinand was rather a friend of Serbia, and had incurred the hatred of the Magyars as he knew of the conspiracy between Berlin and Budapest.

When the full correspondence is published, Mr. Creel declares, the disclosures will make both Emperor, German as well as Austrian, absolutely impossible among their own people. The documents will expose the intrigues of the Habsburgs against the German Imperial family, as well as the intrigues of the Kaiser against the Habsburgs.

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SHIPPING NEWS

ARRIVALS.

June 8th.

Hai Hong, British str., 1,270 tons, Capt. Evans, from Swatow, which port she left on June 6th, with a general cargo.—Douglas LaPraik.

Hopson, British str., 1,330 tons, Capt. Hussey, from Shanghai and Swatow, which latter port she left on June 3rd, with a general cargo.—J.M. & Co.

Nanking, American str., 2,292 tons, Capt. T.H. Dobson, from San Francisco, with a general cargo.—C.M.S.S. Co., Ltd.

Taisho Maru, Japanese str., 854 tons, Capt. Mita, from Wuhu, which port she left on May 31st with a cargo of rice.—Sato.

Tean, British str., 1,351 tons, Capt. A.J. Scott, from Shanghai, which port she left on June 3rd, with a general cargo.—B. & S.

Wo Hon, Chinese str., 761 tons, Capt. Green, from Haiphong, which port she left on June 4th, with a general cargo.

June 7th.

Ah Pit Tai, Chinese str., 440 tons, Capt. Wu, from Hongkong, which port she left on June 4th, with a cargo of coal.—Chiat On.

Chenau, British str., 1,256 tons, Capt. Laver, from Canton with a general cargo.—B. & S.

Choy Sang, British str., 1,320 tons, Capt. Brewer, from Canton, with a general cargo.—J.M. & Co.

Hain Chang, Chinese str., 1,258 tons, Capt. Davis, from Tientsin and Lingchow, with a general cargo.—C.M.S.S. Co., Ltd.

Toyu Maru, Japanese str., 2,278 tons, Capt. Goto, from Ching Wan Tao, which port she left on May 31st, with a cargo of coal.

Shenking, Chinese str., 287 tons, Capt. Place, from Kwong Chow Wan, with a general cargo.—Po On.

Singaporean, Chinese str., 830 tons, Capt. Richards, from Canton, with ballast.

Takao Maru, Japanese str., 658 tons, Capt. Ogawa, from Wakamatsu, which port she left on June 1st, with a cargo of coal.—M.B.K.

Tak Sang, British str., 977 tons, Capt. Picknell, from Hoihow, with a general cargo.—Jardine, Matheson & Co.

Tenwin Maru, Japanese str., 2,011 tons, Capt. Mori, from Singapore, which port she left on June 1st, with a general cargo.—N.Y.K.

Yang Tse Kiang, Chinese str., 401 tons, Capt. Brown, from Tourane, which port she left on June 4th with a general cargo.—June Cheong Lee.

June 8th.

Kango, Chinese str., 187 tons, Capt. Noronha, from Canton, with ballast.—Shun Lai.

Kaiping, British str., 1,605 tons, Capt. McFarlane, from Singapore, which port she left on June 2nd, with a general cargo.—Doddwell & Co.

Kwang Lee, Chinese str., 1,488 tons, Capt. Sangster, from Shanghai, which port she left on June 5th, with a general cargo.—C.M.S.S. Co.

Tomashima Maru, Japanese str., 889 tons, Capt. Akata, from Canton, with ballast.—M.B.K.

PASSENGERS.

ARRIVALS.

Per s.s. *Nanking*, on June 8th.—Mr. T. G. Anderson, Miss Margaret B. Andrews, Miss M. Anderson, Mr. J. T. Barlow, Dr. and Mrs. A. R. Brown, Miss Maria C. de Brito, Mr. and Mrs. H. Gorman, Mrs. Doris J. Cummings, Mr. E. P. Douglas, Mr. D. A. Fox, Miss Jane Fales, Mr. A. S. Hallberg, Mr. S. Hallberg, Mr. S. Hawkin, Mr. E. M. Joseph, Mr. W. S. Jae, Miss Margaret Joyce, Mr. C. D. Kennedy, Mrs. H. I. Krain, Mr. Alfred Kohler, Mr. F. E. Lloyd, Mr. R. H. La-Porte, Mr. A. E. Laurie, Mrs. W. H. Lin, Mr. B. Loop, Mr. J. C. Lee, Mr. N. B. T. Mackintosh, Mrs. E. M. Milne, Mr. and Mrs. A. F. Mahony, Miss R. Mahony, Miss Elizabeth J. Phillips, Mrs. Maria N. Pereira, Mr. J. W. Pfeiler, Mr. A. B. Richardson, Mr. J. G. Riddick, Mr. T. W. Siedman, Mr. and Mrs. J. H. Taggart, Mr. J. R. Teague, Mr. H. C. Umrigar, Mrs. A. J. Walder, Dr. A. W. Woo, Miss Winnie Woo, Mr. J. H. Wichers, Mr. and Mrs. G. H. Young, Mrs. P. Allbritton, Mr. Louis An, Mrs. G. Bottomley, Mr. and Mrs. Carl N. Hensley, Mr. and Mrs. Carl M. Hensley, Mrs. A. Harrison, and Mr. C. H. Maylor.

SHIPPING ITEM.

The N.Y.K. s.s. *Tokio Maru*, left Kobe for this port via Nagasaki on June 4th, and is expected here on June 11th.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	—	—	10th June	JAVA
TJIPANAS	JAVA	6th June	19th June	—

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WEATHER REPORT.

June 8th, at 12.05.—No return from Japan and Vladivostok. Pressure has decreased slightly over Formosa and the Philippines, and increased slightly elsewhere; it is lowest over Tongking. There are indications of a depression or typhoon in the east of the Visayas.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0.75 inch. Total since January 1st, 16.32 inches, against an average of 27.39 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Road	(S. or variable winds, moderate; cloudy, occasional rain.
Formosa Channel	(The same as No. 1.
South Coast of China between the same as Hongkong and Lamook	(The same as No. 1.
South Coast of China between the same as Hongkong and Hainan	(The same as No. 1.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA PANAMA CANAL AND SINGAPORE.

THE Steamship

“TITAREOM” having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by June 4th, 1919, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on June 3rd, 9.30 a.m. Claims against the Steamer must be presented within 14 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected. This Steamer brings on Cargo from New York originally intended for shipment per s.s. “KAZEM”.

Bills of Lading will be countersigned by THE BANK LINE LIMITED, Agents. Hongkong, May 28th, 1919. [823]

NOTICE TO CONSIGNEES.

U.S.S. “WESTVACA”, VOY. 1-OUT.

FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on June 10th, at 10 o'clock. All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognised.

No Claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 15th, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY, ALEXANDRA BUILDING.

Hongkong, June 8th, 1919. [850]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

“KWAISANG” having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by June 11th, at Noon will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, June 4th, 1919. [861]

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FOR BOMBAY VIA STRAITS & COLOMBO.

“DUNERA”	8th July	Due Bombay about
—	—	25th July

FOR CALCUTTA VIA STRAITS & RANGOON.

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SHANGHAI	MOJI	KOBE etc.

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“EMPRESS OF RUSSIA”	10th July	28th July
“MONTEAGLE”	22nd July	16th August
“EMPRESS OF ASIA”	7th August	20th August
“EMPRESS OF JAPAN”	30th August	16th September
“EMPRESS OF RUSSIA”	4th September	22nd September
“MONTEAGLE”	27th September	22nd October
“EMPRESS OF ASIA”	2nd October	30th October
“EMPRESS OF JAPAN”	15th October	5th November
“EMPRESS OF RUSSIA”	30th October	5th November

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

HAIPHONG via HOIHOW ... “TAKSANG” ... Wed. 11th June, 8 a.m.
BANDARAN ... “HINBANG” ... Wed. 11th June, Noon.
SINGAPORE ... “CHUNBANG” ... Wed. 11th June, 3 p.m.
SHANGHAI ... “HOPBANG” ... Thurs. 12th June, 11 a.m.
MANILA ... “LOONBANG” ... Fri. 13th June, 3 p.m.
STRAITS & CALUTTA ... “KUMBANG” ... Sat. 14th June, 3 p.m.
CALUTTA LINE.—This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang. Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

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MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when independent of others.

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TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSENGER REGULATIONS. All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination, passports with their Photographs and description affixed thereto.

For Freight or passage apply to
JARDINE, MATHESON & CO., LTD.
Telephone No. 215. General Managers.

THE ROYAL R.M.S.P. MAIL STEAM PACKET CO
OWNERS OF THE “SHIRE” LINE OF STEAMERS.
FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.
Please Apply to—
JARDINE, MATHESON & CO., LTD. Agents.
Telephone No. 215.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
Managing Agents.

"ELLERMAN" LINE.

(JULIUSWAL & SUGGALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS.

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

22 to 24, 25 & 26, Canton

THE BANK LINE, LIMITED,
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
OHINKIANG & WUHU	"TAMSIU"	On 9th June, Noon.	
SWATOW & BANGKOK	"CHINHUA"	On 10th June, 11 A.M.	
SHANGHAI	"TEAN"	On 10th June, Noon.	
SHANGHAI	"SUNNING"	On 12th June, Noon.	
SHANGHAI & "SINGTAO"	"YINGCHOW"	On 12th June, 8 P.M.	
WUHAN, CHONG, & TIENTSIN	"KUEICHOW"	On 12th June, Noon.	
SWATOW & SINGAPORE	"SANGHAI"	On 17th June, 11 A.M.	
SHANGHAI	"SINKIANG"	On 17th June, Noon.	

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE
Agents.

Telephone 36

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG" ...	Capt. J. W. Evans	TUESDAY,	10th June, at 1 P.M.
"QUINNEBAUG" ...	Capt. J. Medina	FRIDAY,	12th June, at 10 A.M.
"HATTAN" ...	Capt. A. H. Stewart	TUESDAY,	17th June, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"EQUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE "SUNSHINE" SERVICE.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

S.S. "ARCHER" will sail for Vladivostok, Seattle, San Francisco and New York ... on or about June 12th, 1919.

S.S. "VENEZUELA" ... June 12th, 1919.
S.S. "EQUADOR" ... July 12th, 1919.
S.S. "COLOMBIA" ... Aug. 12th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Light and Electric Heating. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the standards on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC MAIL STEAMSHIP CO., Ltd.

For further information apply to—NIPPON YUSEN KAISHA, Ltd., Agents, 22, Des Voeux Road Central, HONGKONG.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NEURALIA	30th June	8th July

FOR
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at Bombay about
DUNERA	25th July

FOR
CALCUTTA VIA STRAITS & RANGOON.

ARRATOON APCAR ... 11th June | 3rd July

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI & KOBE
JAPAN ...	19th June	SHANGHAI Only.
DUNERA ...	24th June	SHANGHAI Only.

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gordon & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

FUSHIMI MARU ...	Sunday,	22nd June, at 11 a.m.
KATORI MARU (calling Manila) ...	Sunday,	13th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

YOKOHAMA MARU ...	Friday,	13th June, at Noon.
TAMBA MARU ...	Friday,	27th June, at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ...	Wednesday,	25th June, at 11 a.m.
NIKKO MARU ...	Wednesday,	23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU ...	Sunday,	15th June.
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BOMBAY & COLOMBO via Singapore.

KOSOKU MARU ...	Saturday,	14th June.
SHINRYU MARU	end of June.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU	Wednesday, 25th June.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ...	Saturday,	21st June, at 11 a.m.
AKI MARU ...	Saturday,	19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA-MARU (omitting Yokohama) ...	Tuesday,	10th June, at 11 a.m.
SADO MARU ...	Monday,	16th June, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

For further information apply to—NIPPON YUSEN KAISHA, Ltd., Agents, 22, Des Voeux Road Central, HONGKONG.

TOYO KISEN KAISHA
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
PERSIA MARU ...	9,000	June 18th.
KOROKA MARU ...	9,000	June 25th.
NIPPON MARU ...	11,000	July 7th.
TENYO MARU ...	9,000	July 20th.
SIBIRIA MARU ...	9,000	July 29th.
SHINYO MARU ...	9,000	Aug. 13th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BAILEIA, CALLAO, ARIKA and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
KIYO MARU ...	17,000	July 14th.
ANYO MARU ...	18,500	Sept. 10th.
SRIYO MARU ...	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN STEAMERS, Ltd. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA ...	"NERA" ... 10,000	On or about 17th June
	"ANDRE LEBON" ... 22,000	On or about 24th July
	"PAUL LECAT" ... 22,000	On or about 18th Aug.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUBOUL, SUEZ, PORT SAID ... "NERA" ... 10,000 ... On or about 17th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailing, etc., apply to—

J. TOURNET,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said. "ANDES MARU" ... Saturday, 21st June.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer. "SIAM MARU" ... Sunday, 15th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE. "HAWAII MARU" ... Wednesday, 25th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore. "SIAM MARU" ... Sunday, 15th June.

SAIGON, HANGKOK, SINGAPORE—Regular Monthly service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE. "KORSO MARU" ... Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway. "MEXICO MARU" ... Saturday, 21st June.

HAIPHONG—Three times a Month service. "DAITOKU MARU" ... Sunday, 15th June.

JAPAN PORTS—Moji, Kobe, Yokohama. "HAWAII MARU" ... Friday, 13th June.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY. "BOHEU MARU" ... Thursday, 19th June, at 9 a.m.

For KEELUNG via SWATOW AND AMOY. "KAIJO MARU" ... Sunday, 15th June, at 10 a.m.

For sailing dates and further particulars please apply to—Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (14,000 tons, American Registry) "CHINA" (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" (14,000 tons, American Registry) "CHINA" (10,000 tons, American Registry)

Aug. 15th, 1919. July 2nd, 1919.

An unsurpassed high-class passenger service.

O. H. RITTER, Freight and Passenger Agent, 100 House Street, Tel. 1543.

POST OFFICE NOTICE.

GENERAL HOLIDAY.

The General Post Office will be open on Monday, 9th June, from 8 a.m. to 9 a.m. only.

There will be one delivery of ordinary correspondence and one collection of letters from the Pillar Boxes.

The Money Order Office will be entirely closed.

The District Post Offices will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m. with the exception of Kowloon Office which will be open from 8 a.m. to 9 a.m. only.

There will be one delivery from District Offices at noon.

Jewellery and Silverware manufactured in Hongkong or any other British Possession may now be sent by parcel post from Hongkong to the United Kingdom.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers, etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

INWARD MAILS.

FROM	PER	DATE
Europe, via Negapatam	Mishima Maru	11th June
JAPAN	Arcturion	10th June
U.S.A.	Yokohama Maru	11th June
U.S.A.	Yokohama Maru	11th June
U.S.A. CANADA and JAPAN	Yokohama Maru	11th June

OUTWARD MAILS.

FOR	PER	DATE
Swatow and Bangkok	Chienhua	Tuesday, 10th, 10.00 A.M.
Shanghai, N. China, and Japan via Kobe	Mishima Maru	Tuesday, 10th, 10.00 A.M.
Shanghai and North China	Arcturion	Tuesday, 10th, 11.00 A.M.
Swatow, Amoy and Fuchow	Yokohama Maru	Tuesday, 10th, 1.00 P.M.
Batavia, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ	Stentor	Tuesday, 10th, 1.45 P.M.
The Parcel Mail will be closed on Tuesday, 10th June, at 11 a.m.		
Shanghai, N. China Japan via Nagasaki	Sunring	Thursday, 13th, 10.00 A.M.
Shanghai, United States, Central and South America, and EUROPE via CANADA	Empress of Asia	Thursday, 13th, 10.30 A.M.
Swatow, Amoy and Fuchow	Quinnabag	Friday, 13th, 9.00 A.M.
Batavia, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ	Yokohama Maru	Friday, 13th, 9.45 A.M.
Shanghai, N. China and Japan via Kobe	Yokohama Maru	Monday, 16th, 10.00 A.M.
Shanghai, North China and Japan via Kobe	Yokohama Maru	Monday, 16th, 10.00 A.M.
Shanghai, Amoy and Fuchow	Yokohama Maru	Monday, 16th, 11.00 A.M.
Swatow, Amoy and Fuchow	Yokohama Maru	Tuesday, 17th, 10.00 A.M.
Shanghai, N. China and Japan via Kobe	Yokohama Maru	Tuesday, 17th, 11.00 A.M.
Swatow, Amoy and Fuchow	Yokohama Maru	Tuesday, 17th, 1.00 P.M.
Japan via Nagasaki	Nikko Maru	Saturday, 14th, 10.00 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via CANADA	Fushimi Maru	Sunday, 22nd, 9.00 A.M.
Shanghai, N. China, and Japan via Kobe	Yokohama Maru	Monday, 23rd, 10.00 A.M.
Shanghai, Amoy and Fuchow	Yokohama Maru	Tuesday, 24th, 10.00 A.M.
Swatow, Amoy and Fuchow	Yokohama Maru	Wednesday, 25th, 9.45 A.M.
Shanghai, N. China, and Japan via Kobe	Yokohama Maru	Friday, 27th, 9.30 A.M.
Swatow, Amoy and Fuchow	Yokohama Maru	Friday, 27th, 9.30 A.M.
Shanghai, N. China, and Japan via Kobe	Yokohama Maru	Friday, 27th, 9.30 A.M.
Swatow, Amoy and Fuchow	Yokohama Maru	Friday, 27th, 9.30 A.M.

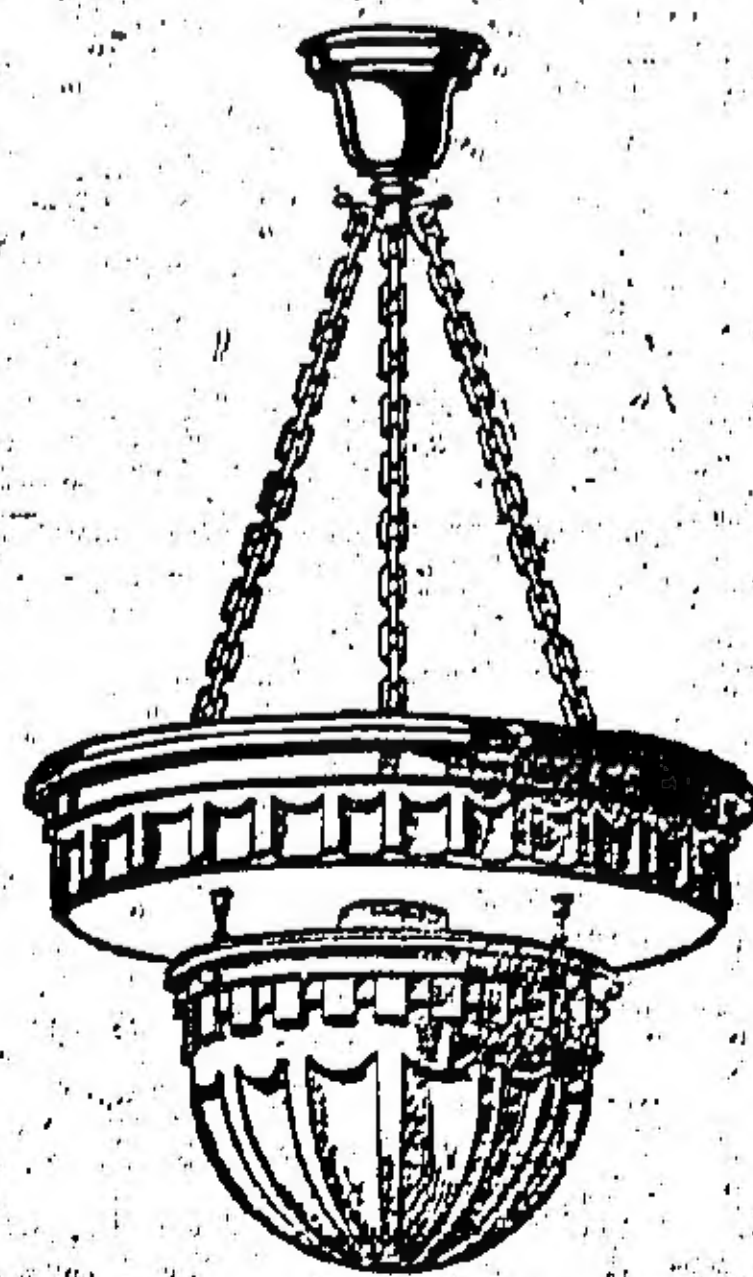
* Correspondence bearing vessel's name, only.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

ELECTRICAL FITTINGS

For the latest types of Lamps and Fans.
Visit our Electrical Show Room at 14, Des Vœux Road.

One centre ceiling light replaces four or five ordinary bulbs and gives a more diffused light with the "BRASCOLITE" FITTING.



Prepare for the warm weather and send your fans in to be cleaned and plated.

A new stock of the latest models due to arrive.

WILLIAM C. JACK & CO., LTD.

COMMERCIAL.

OPENING QUOTATIONS.

	June 7th
Telegraphic Transfer	3/8
Bank Bills, on demand	3/8
Bank Bills, at 30 days' sight	3/8
Bank Bills, at 4 months' sight	3/8
Credit, at 4 months' sight	3/8
Discountary Bills, 4 months' sight	3/8
PARIS—	
Bank Bills, on demand	43 1/2
Credit, at 4 months' sight	43 1/2
NEW YORK—	
Bank Bills, on demand	84 1/2
Credit, at 4 months' sight	84 1/2
BOMBAY—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
CALCUTTA—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
SHANGHAI—	
Bank Bills, at sight	nom.
Private, 30 days' sight	169
YOKOHAMA—On demand	170
MANILA—On demand	181
SINGAPORE—On demand	181
BATAVIA—On demand	204 1/2
HANKOW—On demand	nom.
BAOY—On demand	nom.
BANKING—On demand	43 1/2
SOVEREIGNS, Bank's Buying Rate	\$ 5.56 n.
GOLD LAY, 100 fine, per tael	\$41.50
SILVER, per oz.	\$21.50

SUBSIDIARY COINS.

	Per cent.
Hongkong—20 cents piece	90.50 Premium.
Hongkong—10 "	90.50 Discount.
Canton—20 "	90.50
Canton—10 "	90.50

FORTHCOMING EVENTS.

TO-DAY.

Whit Monday.

TO-NIGHT.

9.15 p.m.—Ambassador James W. Gerard's "My Four Years in Germany" at the Theatre Royal.

Tuesday, June 10th: Noon—Wm. Powell, Ltd., Meeting of Shareholders.

VISITORS TO CANTON.

Should Purchase

BY THE PEARL RIVER.

BY

CAPTAIN O. V. LLOYD.

With Illustrations, Maps and Flags.

PRICE \$1.75.

On Sale at:—

Hongkong: "Daily Press" Office.
Messrs. KELLY & WALKER, Ltd.
Messrs. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co.

THE BANK OF TAIWAN, LIMITED.

(TAIWAN BANKING CO.)

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1896.

Capital Subscribed—Yen 20,000,000

Capital (Paid-up)—" 17,500,000

Reserve Funds—" 6,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kagi, Karento, Keelung, Pusan, Shichiku, Makung, Tainan, Tamsui, Takow, Tamsui, Tientsin, Aik.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Fuchow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:

CAPITAL AND CURRENCY BANK LONDON AND SOUTH-WESTERN BANK, PARIS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Mongolia, China, Japan, Indo-China, Siam, India, Philippines Islands, Java and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

NAOKIHI YANAGITA,

Bank Manager.

Hongkong Branch, 2 Des Vœux Road.

Hongkong, April 1st, 1919.

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The "Three Castles" Virginia Cigarettes



It's the same sweet "Three Castles" Virginia Cigarette you have always smoked, made in a larger size.

Ask for the Magnum size

"The larger Cigarette with a Pedigree"

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK)

SUBSCRIBED CAPITAL—F. 75,000,000

PAID UP—F. 37,500,000

(1/2 of the Capital, i.e., F. 37,500,000)

subscribed by the Government of the Chinese Republic.

Chairman of the Board: André Berthelot

General Manager: A. J. Fournet

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES:

Shanghai, Tientsin, Hankow, Peking, Canton, Hongkong, Amoy, Fuchow, Swatow, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

IN NEW YORK: Redmond & Co.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL,

Manager.

Hongkong, April 1st, 1919.

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THE BANK OF CHINA

(SPECIALY AUTHORIZED IN CHINA BY PRESIDENTIAL MANDATE OF 2ND NOVEMBER, 1917.)

Authorized Capital—\$30,000,000

Paid-up Capital—\$12,378,800

Reserve Funds—\$1,197,400

HEAD OFFICE—PEKING.

BRANCHES AND SUB-BRANCHES.

(PEKING): Haining, Tungchow, (NORZ): Miyun, Choban, Panien, Nianlan, Huashan, (CHINA): Tientsin, Pootung, Luta, Tsinhsien, Sangfang, Shuntung, Tangshan, Taming, Chohsien, Weichien, (MANCHURIA): Changchun, Liaoyuanchow, Heho, Hsinningfu, Tsaoanfu, Harbin, Dabay, Antung, Tieling, Chinghsien, Sifen, Hulan, Suifu, Hailun, Ninguta, Kungshing, Liangyang, Fuyu, Yenching, Keping, (HUTCH): Hankow, Shao, Ichang, (HUBAI): Changsha, (Kiangsu): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wush, Hanchowfu, Tungchow, (SOUTH): Tientsin, (SHANTUNG): Tientsin, Tsingtao, Chetoo, Tenghsien, Lintsin, (SHANSHI): Taiyuan, Yancheng, Shichuan, (HONGKONG): Kowloon, Canton, Swatow, Kiangchow, (FUKIEN): Fuchow, Amoy, Hankow, Chuanchowfu, Changchowfu, Santiao, (CHIEKIANG): Hangchow, Shaoching, Huchowfu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haiman, (Kiangsu): Nanchang, Kinkiang, Hangchowfu, Chienchow, Chien (Kwang): Wuhu, Ankiang, Fungow, Luchowfu, Tating, Tungki, Luau, (Kwangchow): (Kwangchow): Kwei-yangfu, (SHANSHI): Shifu, Hangchowfu, (SUTUNG): Kwei-yangfu, Pootung, (TAIHAI): Kalgan, Pootung, (Ussu): Urga, Hailan.

HONGKONG BRANCH.

Interest on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

THREE PEI, Manager.

Hongkong, May 10th, 1919.

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